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SPECIAL MACAO EXCURSIONS

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From MACAO—5 p.m.

S.S. "SUI AN"

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CURTAINED SERVICE.

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From MACAO—3 a.m. only. From HONG KONG—5.30 p.m. only.

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SUNDAYS and EXCURSIONS.—Single: \$2.50; Return: \$4.00.

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DIARY OF LOCAL EVENTS.

To-day.

(September 19.)

Ember Day.
Indian Recreation Club annual general meeting.
Police Athletic Sports, V.R.C.
Lawn Bowls.—Second Division:
Civil Service v. Kowloon; Yacht Club v. H.K. Electric.
Home Sports.—Football Association, Preliminary Round. Full League Programme.
Water Polo.—Club Final at Ilford.
Queen's Theatre: "Almost a Honeymoon."
World Theatre: "Hollywood Revue of 1931."
Star Theatre: "They Learned About Women."
King's Theatre: "Body and Soul."
Central Theatre: "Aloha."
Prince's Theatre: "Pagan."
Majestic Theatre: "Don't Bet On Women."
Concert at St. Francis Hotel, Mr. Ivan Marshall, 8 p.m.
Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.
European Malls.—Inward: Europe via Suez (Katori Maru). Outward: Europe via Siberia (Prestige) 8 p.m.
Tides:—High at 1.29; Low at 9.40.

Sunday.

(September 20.)

Sixteenth Sunday After Trinity.
Bishop Hind and Bishop Mowat at John's Cathedral.
Kowloon Union Church Congregation Memorial Service for the late Miss Leung Tsui Ho, St. John's Hall, The University.
Lawn Bowls: Spey Royal Cup Match, Recreation v. Craigengower, K.C.C. ground.
Queen's Theatre: "Ship Mate."
World Theatre: "Sea Wolf."
Star Theatre: "A Lady of Scandal."
King's Theatre: "Body and Soul."
Central Theatre: "Aloha."
Prince's Theatre: "Pagan."
Tide Dances at King's Restaurant.
Tides:—High at 2.30; Low at 9.23.

Monday

(September 21.)

St. Matthew.
Jewish Feast of Atonement.
Lammer's Sale of Furniture, 199, The Peak, 10.30 a.m.
P.W.D. Auction Sale of Crown Land, 3 p.m.
Reel Club Annual Meeting, 5.15 p.m., Helena May Institute.
Queen's Theatre: "Ship Mate."
World Theatre: "Sea Wolf."
Star Theatre: "A Lady of Scandal."
King's Theatre: "Body and Soul."
Central Theatre: "Drums of Jeopardy."
Miss Edith d'Aquino, Soprano, recital at Club de Recreo, 9.15 p.m.
Dinner Dances at Hong Kong and Peninsula Hotels.
Tides:—High at 3.38 and 8.50; Low at 12.35 and 10.48.

RECAPTURING THE ART OF MIDDLE AGE.

A WORD TO THE CONNOISSEUR.

THE SECRET OF BEING AS OLD AS YOU FEEL.

The gentle art of middle age is being lost in the present bustle and rush of life, but for anyone who can understand it, it has a peculiar charm and fascination of its own.

It is in reality the flower and crown of life, the moment when one sits down to enjoy at leisure the tastes and habits one has made peculiarly one's own; when one has time to taste the full flavour of life without being distracted and pulled about by youthful emotions and passing fancies.

By this time—if you have lived properly—you have become an epicure, a connoisseur, knowing not only exactly what you want, but generally how to get it as well. You have the courage of your particular likes and dislikes, and are prepared to pay the price for them, even if it be other people's disapproval.

The Hidden Secret.

The famous man of the world who did eccentric things, and when remonstrated with that such things were not done, coined the saying "If I do them, they are done," touched the hidden secret of the real art of life, revealed to none till they have attained many years of experience and a true sense of values.

When you have got past the idea that you ought to do certain things because it is the fashion—that you ought to wear certain clothes, eat certain dishes, read particular books, like special music, admire old masters, just because everyone else does—you have got far along the road to expressing a personality of your own.

But it is one thing to know this, and quite another to have the force and courage to express it in your own life.

Why, few of us dare even order the dinner we like best! If we want a lobster salad and a mince pie, or if we have a fancy for even a pork chop, why do we allow ourselves to be persuaded by the waiter to the inevitable sole and chicken. Why have we not the

courage of that delightful Bishop who, lunching at the Rectory after a country confirmation, was timidly asked by the Rector's wife: "May I give you some chicken?" replied, "You may not. I am tired to death of chicken."

It was a daring and courageous woman who first laughed at the idea that at forty years of age she must settle down before her fire-side and knit socks for the rest of her days. But for her, and the likes of her, we might all be sitting there yet, our hair smoothed away from our temples under a lace cap, a silk shawl about our shoulders, and fatty degeneration of our minds and bodies, developing with alarming rapidity.

Instead of that we dance and play tennis, read and write and work with as much enjoyment and as good results as when we were twenty.

Look Natural.

A woman in the present year of grace is as old as she feels, not as old as she looks. She can look almost any age she fancies now-a-days. It is a sign of advancement that she is becoming content to look natural, realising at last that there is as much charm and romance in well-dressed grey hair as in brown, and far more interest in a face with character than in a face with only dimples.

A woman feels young when she is poised and balanced. Though the acquisition of that poise and balance may have given her lines, they have cleared her eyes and made her lips smile.

A love affair at forty used to be considered, if not absolutely scandalous, at least ridiculous, but we think differently to-day, and some of the happiest marriages are now made after the age of forty. We are too wise now-a-days to tie ourselves up at twenty to someone who may—nay, probably will—turn out a different person in ten years, and we know enough about ourselves to admit now that at twenty we are by no means sure what we are going to want at thirty, and certainly not at forty! Likes and dislikes are still in the making then.

(Continued on Page 3.)

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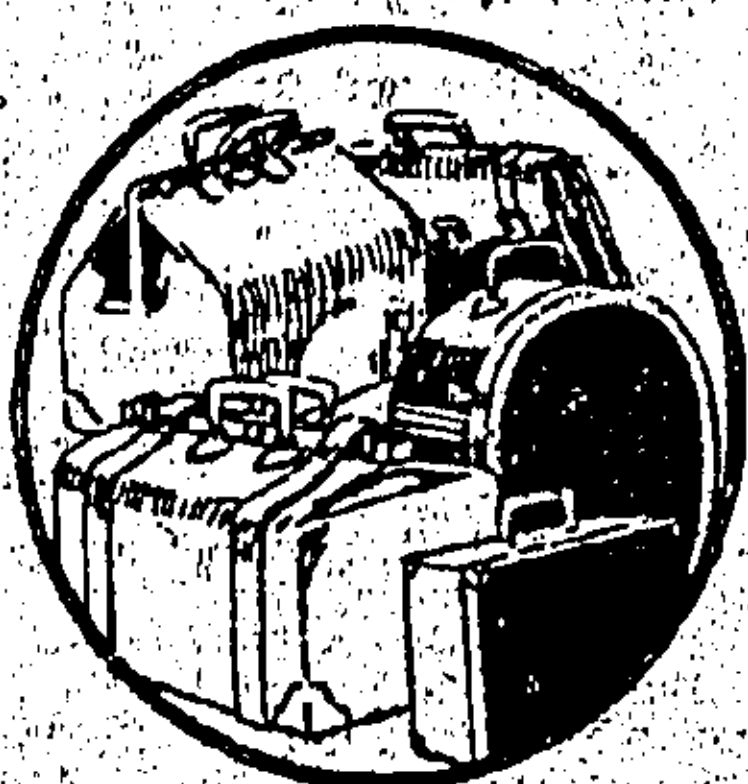
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The Clinker is ground down with a small percentage of gypsum to regulate the setting time, and Green Island Portland Cement is thus produced.

Although sounding so simple, in reality the process is an intricate combination of mechanical, physical and chemical operations, needing great skill and care. Nothing but constant and accurate supervision will yield the results so well-known with Green Island Cement; namely, strength, uniformity and reliability.

USE GREEN ISLAND CEMENT

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GREEN ISLAND CEMENT CO., LTD.

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THE APPLICATION OF CONCRETE IN MODERN ROAD-MAKING.

MEETING THE DEMANDS OF HEAVY AND HIGH
SPEED TRAFFIC.

REDUCING THE TIME OF CONSTRUCTION.

It has been well said that good roads are essential to modern civilisation, and modern developments in road-making mark an epoch in highway engineering. The two main features of modern road transport are the much increased loads carried and the speeds attained with the mechanically-propelled vehicle. These are responsible for much more wear and tear than was formerly the case with the horse-drawn loads of a quarter of a century ago, and in putting up an efficient resistance to this damaging effect, concrete has played a large part, entering into modern road construction, and offering advantages not forthcoming from any other material.

Yet, as far as this country is concerned, concrete roads are of quite recent origin. That they have fully justified the confidence of those responsible for the pioneering is evidenced by their rapid adoption and the exultation with which it has come to be recognised, the work to be of an enduring character, must be carried out.

The Science of Road-making.

To-day road-making serves a very definite function through which it exercises some influence on every industry of moment in this country, and the application of concrete to this end is by no means a negligible factor in modern industrial developments.

For very many years we had to be content with the type of road which derived its name from its originator, Macadam, who, in conjunction with Telford, laid an elaborate system of roads in the Highlands, and laid also the foundation of a scientific recognition for the art of road-making by taking elaborate precautions that the foundations should be well and truly laid to meet the more exacting conditions which were to be imposed upon them with the advent of industrial activity. Science thus early came to be applied to road-making, not only in the method of construction, but later in choice and treatment of the materials available for the production of hard-wearing surfaces. In these latter days of road construction, science has been very much concerned with the problems attaching to the behaviour of a number of materials used in road construction, and this is notably the case in the processes of the setting of cement.

Many advantages attach to the application of concrete. There is the durability of its surface and its freedom from corrugation by

reason of its inherent rigidity. It occasions little noise, and is invariably clean. If a smoothly finished surface offers little grip for steep inclines, such surfaces can readily be treated to overcome this difficulty. Generally there is little cost of maintenance, and, though there is the conspicuous difficulty of opening up concrete roads for repairs to mains, this disadvantage is got over by the exercise of due foresight on the part of the local authorities.

Qualities of Components.

For the continued production of reliably sound concrete it is obvious that with three components mixed by means of a fourth, viz. water, there must be some uniformity in the choice of these materials, each of which is, therefore, capable of some sort of standardisation. For the cement itself very exact specifications have been drawn up and can be followed by reason of the uniformity of the product as manufactured by firms of repute. For the other constituents, however, there is less possibility of exact specification. The general practice, therefore, follows the results of tests made over a wide range of materials constituting the aggregates and the water used for mixing.

As regards aggregate, this in the usual concrete constitutes some 75 to 85 per cent. of the whole mass, and the characteristics of this large proportion must, therefore, be of considerable importance. The material may range from very fine particles to lumps of two to three inches, and the rough classification into fine and coarse aggregate is mainly based on a dimension of $\frac{1}{2}$ inch. In the case of the coarse aggregate material the compressive strength is of considerable importance, as this should obviously not be less than the finished concrete. Otherwise the strength and resistance to wear of the concrete is not largely influenced by the type of coarse aggregate over a wide range. Softer aggregates of the limestone variety are increasingly possible and used with the wider adoption of rubber tyres for the heavier types of vehicles in place of steel tyres, which effected considerable wear and tear on the earlier concrete and other types of roads.

For the finer aggregate, sand necessitates some careful selection. It should be free from clayed material which prevents sticking of cement to the sand; and, while angular particles are not necessary, it is desirable that the grains should

be of some uniformity of size. The usual available sands are rounded, this being a feature of sea sand, with which however, the presence of salt is not detrimental.

Further, all kinds of water are not suitable for concrete mixing and suitability can be tested by a comparison of samples of concrete prepared with the water under test and with those made with pure water.

Intimate Mixing.

Granted the right types of components, the quality of the finished concrete will be further determined by the method of mixing. This process is a critical one, and to secure the greatest degree of mixing, the mechanical method has almost entirely replaced hand mixing, and numerous types of machines are available for this purpose. These are grouped as batch and continuous mixers. Many types of the former are daily seen in operation on road work, these being regarded as accurate in their operation.

The materials are subjected to measurement, and here again exactitude goes a long way in securing the maximum strength of the concrete. Volume measurement was for a long time adopted and still is, but there appears to be a developing tendency to the adoption of weight measurement as being susceptible to more accurate proportioning. The mixing is effected in rotating drums provided with baffles, and intimate association of the cement with the surface of the aggregate is all-important in securing strength.

Subsequently the laying of the mixed concrete calls for no less skill, in that a number of conditions are essential to the production of the perfectly road. As little transportation should be undertaken as feasible, the mixture being laid as soon as possible after leaving the machine, and no material being used which has, through uncontrollable circumstances, been allowed to stand for any length of time after mixing. These are matters well within the experience of the highway engineer, while the subsequent treatment of the surface by the various methods of curing goes a long way towards developing the required strength of the concrete.

Further, the contraction which occurs in setting necessitates some filling in between the successive slabs which are laid down. To minimise these joints the method of laying alternate slabs can be adopted, and by filling in the intermediate spaces afterwards the width of joints is reduced. These joints are subsequently filled in with a waterproof elastic material.

Thus following the procedure which has for so long been the custom, a period of some three weeks is required before the road can be reopened for traffic, to which must be added the time taken in the preparation of the road to receive the concrete. These long delays constitute one of the chief disadvantages of concrete road construction, but the difficulty is not insuperable, it being usual to deal with one half of the road surface at a time.

Rapid Hardening Cements.

The desirability of decreasing the time for the maturing of the concrete so that the road may be opened at the earliest possible moment has naturally received considerable attention. Some variation in the procedure ensures a reduction of this delay, and the influencing factors include a decrease in the amount of mixing water with also a richer cement mixture. More time is also taken in the mixing process, and, after laying, the concrete is kept damp. A further means of time saving is that of the addition of an accelerator, such, for example, as calcium chloride, on which some notes appear in another article on this page.

A much reduced time for the production of the strength of concrete is, however, achieved by the adoption of a variation in the composition of the cement. The behaviour of aluminous cements was observed as far back as 1808, but as a practical proposition the newer materials received considerable intensive research, with the result that cements are available which, while they may be relatively slow in setting, very rapidly harden and attain in a day a degree of strength

(Continued on next column.)

WELDING AND RIVETING.

COMPARATIVE MERITS.

The controversy between the respective schools of thought which favour welding and riveting respectively for structural and other steel work shows no signs of abatement. Mr. T. P. Champion has recently thrown more oil on the fire by saying that whilst riveting has been in use for many years, and is a thoroughly well-known process, welding has only been in use for comparatively few years.

It is true, of course, that the character and strength of the finished weld, unless subjected to exhaustive and costly tests, are practically unknown. The weld itself depends on the skill and the conscientiousness of the welder; with riveting work the human element is reduced to a minimum.

Further, it cannot be denied that the safety of a rivet can be predetermined by exacting physical chemical tests. Regardless of the adaptability of the welding process to building construction, the factor of human safety alone precludes the uncertain results obtained by this process from supplanting the known and certain results obtained by riveting.

Safety Factors.

This is certainly stating the case plainly and, in a manner that invites reply, but it must be remembered that closely allied with the factor of safety is the factor of inspection. During the course of construction not only are rivets exposed in the structure, as in a bridge, for example, they can be readily and economically re-examined in order to see if there has been any deterioration.

The protagonists of welding for steel structural work have a sound answer, apparently, to the arguments of the riveting school. They can point to the fact that, given proper equipment and skilled workmen, there is no reason why a welded joint should be any less strong than any other part of the structure.

At present, however, the majority of contractors consider that riveted construction in by far the majority of cases affords results and costs that cannot be approximated in welding.

Reinforcement.

The application of reinforcement in concrete road constructions is now extensive. There is first the advantage of the added resilience, which reduces wear and offers better qualities than a slab of a rigid type. In addition, there is a more even distribution of the load on the ground below, this making it possible to apply concrete to relatively softer grounds. Moreover, the cost of the reinforcement is probably counterbalanced by the reduced amount of thickness of the concrete applied, together with reduced excavation costs.

In course of time there is likely to occur some subsidence of the earth upon which the concrete has been laid. With reinforcement the concrete more readily adapts itself to this change, while further changes caused by expansion and contraction are more evenly distributed throughout the mass, with a reduction of cracking.

The method is consequently extensively applied, and definite specifications are forthcoming regarding the qualities of the reinforcement. In practice several well-known types of reinforcement have acquired a large vogue, the special requirement of such reinforcement having received the closest attention and been adequately met. Thus the regular specification of an ultimate tensile strength of 60,000 lb. per sq. in. and a bending quality equivalent to bending through 180 deg. round one diameter, subsequently straightening out without cracking in the cold, is being more than met in the several types of reinforcement which are being extensively applied.

This combination of steel and concrete has done much towards meeting the insistent demand for improved roads to withstand the stresses of modern mechanical transport.

THE STRENGTH OF TIMBER PILING.

USE FOR FOUNDATION WORK.

It is impossible to say when the use of pile foundations for heavy buildings was commenced. Yet, although the practice is of immense antiquity, there are few subjects about which so little scientific knowledge exists, despite its great importance in the engineering world. Many engineers realise thoroughly the high structural efficiency and economy of timber piles, and yet specify piles of other materials, merely because they have no exact knowledge of the behaviour of timber work under various conditions. Possibly the failure of a part of Waterloo Bridge, built on timber foundations for some reason or other, has something to do with this.

If so, all that can be said is that circumstances after cases, and that, in practically every instance, timber piles, even when completely submerged, are extraordinarily durable. It is a known fact that under such conditions wood deteriorates extremely slowly, and its strength does not become impaired for hundreds of years. In the West Country some of the timber foundations of bridges built in the late thirteenth and fourteenth centuries are as good and sound to-day as when they were first put down.

Essential Data.

Very little appears to have been written regarding timber piling, and engineers do not seem to be agreed as to sizes, depth of driving, and load. There are many abuses as a result of this lack of knowledge, such as proceeding with the work without suitable data on which to base the necessity for piles, determination of the length required, use of improper equipment, under-driving, or what is perhaps worse, over-driving of piles. Mr. J. E. Seiler, who is, perhaps, one of the greatest living authorities on structural timber work, tells us that one of the most serious of these abuses is the assigning of arbitrary load capacities of conditions of soil, manner of driving or position of piles, or their arrangement in groups.

Pile capacities have been determined for many years, past by formulae based on dynamic factors of the energy delivered by a hammer blow in connection with penetrations undergone by a pile due to such blows.

In certain cases these formulae have been found to give conservative results for individual piles, but more often it has been found that actual loading tests give results completely at variance with these formulae, especially for piles in groups. Mr. Seiler points out that the practice of assigning design loads of 20 tons for timber piles and of 30 to 35 tons for concrete piles is one which cannot be justified on the basis of comparative loading tests, because no such tests covering any proper scope of the subject exist.

The contention that a heavy concrete pile penetrates less than a timber pile under a given amount of energy delivered, and therefore affords a correspondingly greater load capacity, is one that cannot be maintained. Obviously, it does not take into account the fact that the heavier pile must absorb a large proportion of the kinetic energy of the hammer blow before any useful work of actual penetration can be effected.

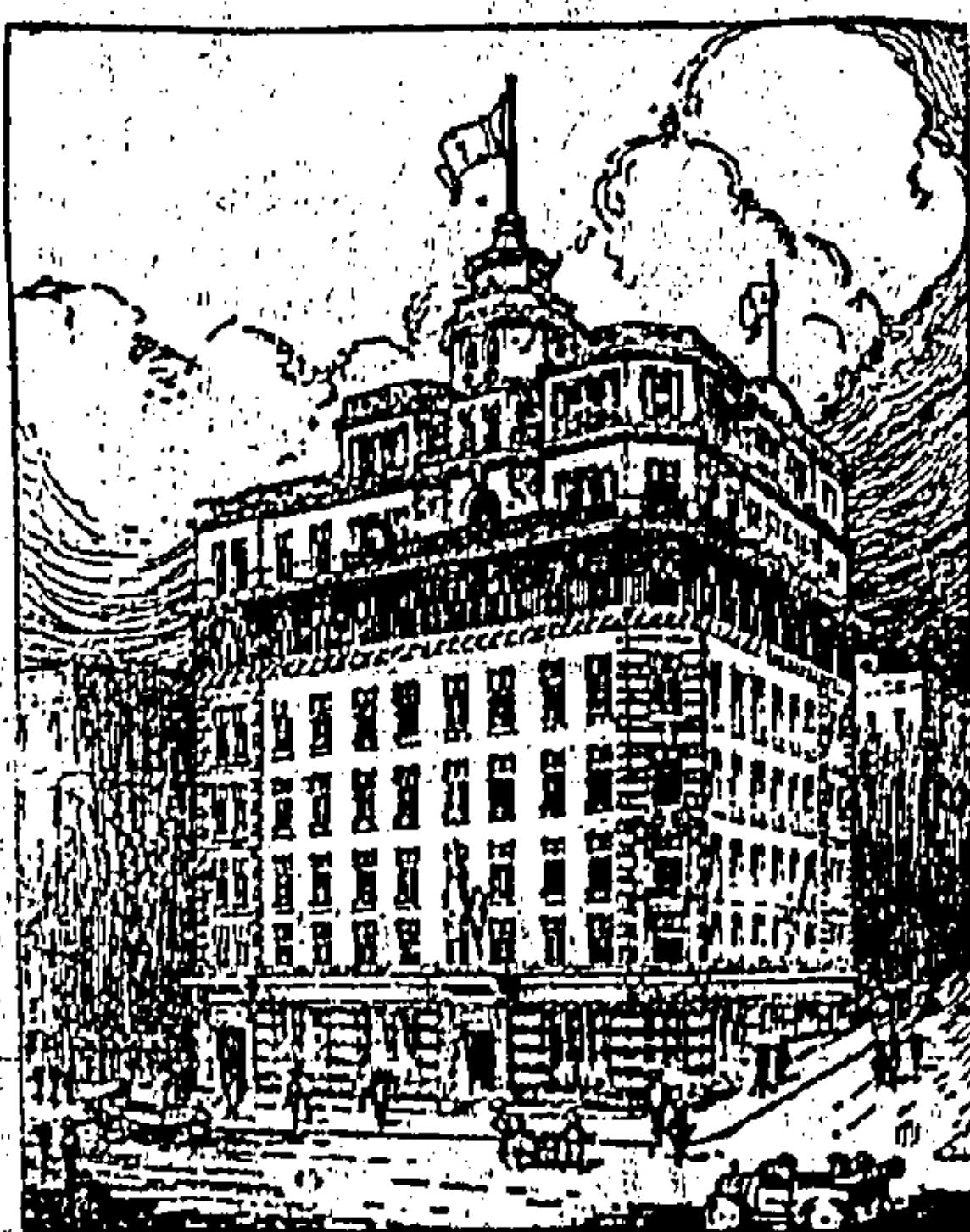
Timber and Concrete.

Comparisons of capacity may justifiably be based, according to our authority, on cross-sectional strength or area of surface, but not necessarily on dynamic factors involved in the driving of various types of piles. In this connection it is to be noted that timber in compression is more than twice as strong as concrete.

But even this consideration does not afford anything but the most general approach to the problem, because soil conditions may not develop the cross-sectional strength of a pile in skin friction on its surface.

It appears that cross-sectional strength does measure the ultimate load which a pile can sustain, but in the usual case, this is greatly in excess of values which practical judgment would permit. The development of frictional resistance in a given soil is subject to many factors about which little or nothing is known, and it depends also upon spacing between the piles when in groups.

It certainly seems, as a result of lengthy research work, that pile behaviour is principally a matter of the characteristics of the soil into which the piles are driven, and is largely independent of the pile itself.



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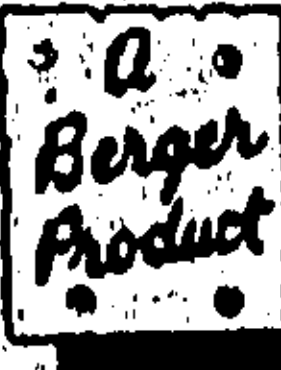
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Norway has an area of 123,017 square miles and an estimated (1920) population of 2,821,202. It is a long, narrow, mountainous country with many deep indentations or fjords along the western coast line, which provide safe harbours for ships engaged in sea-borne commerce and extensive fisheries. The total length of all railway lines on June 30, 1929, was 2,383 miles, of which 2,154 miles were State-owned and 229 miles privately owned lines.

**NEW INDUSTRIES ACCORDED
DUTY REDUCTIONS.**

Machinery, instruments, and apparatus, and metals and manufactured articles in which metal is the principal component, when imported to be used in new industries not previously established in Cuba, are accorded a reduction of seven-tenths of the usual rates of import duty, according to Cuban presidential decree No. 982, published and effective July 13, 1931. The reduced rates of duty are also to be granted to the materials listed above that have been imported for this purpose since June 3, the date on which similar benefits were granted to industrial machinery.

**GROSSGLOCKNER HIGHWAY
RESUMED.**

Construction on the new Alpine highway across the Grossglockner Range in Austria has been resumed after the enforced winter lay-off. Between 1,200 and 1,500 men have already been given employment.

The construction of this highway has now been divided into three sections, namely, the Heiligenblut-Kaisereck, the Fuschel Valley stretch, and the section between Glocknerhaus and Franz Josef Hocke.

It was originally estimated that the total cost would be about \$1,700,000, but it now appears that this amount will not be sufficient and that probably from \$500,000 to \$700,000 additional will be required.

It is also unlikely that the proposed Pfandelschorte Tunnel will be cut because of the extremely high cost of the work and the present difficulties in obtaining money in Austria. When the present funds are exhausted it may be necessary to suspend the work for an indefinite period.

**INCREASED BUILDING
ACTIVITY IN COPENHAGEN.**

Building construction in Copenhagen continues active, according to a survey published recently by the Copenhagen Statistical Office. During the past six months 3,318 apartments were completed, as compared with 2,780 during the preceding comparative period. On May 1 there were 4,109 apartments under construction, as compared with 2,987 on May 1, 1930. Most of the apartments are of two and three rooms.

**AMERICAN EQUIPMENT
WIDELY USED.**

There were installed in Buenos Aires about 10 years ago, according to official report, 2,200 passenger elevators with 15,933 rated horsepower and 768 freight elevators having 3,823 rated horsepower. Of these about 2,000 were of American manufacture, 500 French, 200 Italian, 275 German, 265 Swiss, and the remainder Swedish and English. In the interior cities elevators were much less numerous and amounted to only 100 in number, about half of which were in use in Rosario. At the end of 1929, it is estimated that there were about 7,500 elevators installed in the entire country, of which about 4,000 were of American manufacture, 630 Italian, 530 Swiss, 690 French, 290 German, and 260 units mostly of local manufacture. Sales in 1930 of all brands are said to have totaled 300 elevators.

**THREE NEW SHIPS ON THE
CLYDE.**

The shipbuilding industry of the Clyde has been passing through such a lean time recently that it is very pleasing to record the placing of orders for three new cargo steamers. Two of these are to be built by Messrs. Lithgow, Limited, Port Glasgow, and one to the order of Messrs. J. and C. Harrison, Limited, London, who control the Willis Tonnage Company, Limited, and the National Steamship Company, Limited. Each vessel will be of 9,000 tons. The order for the third vessel has been secured by Messrs. Wm. Denny and Brothers, Limited, Dumbarton, from the London Midland and Scottish Railway Company. This new vessel, which is intended to run on the Holyhead and Dublin cargo service, will be practically a repeat of the twin-screw turbine steamer *Slieve Bloom*, of 1,360 tons gross, which Messrs. Denny delivered last year to the same owners.

**SUBWAY SYSTEM FOR ROME,
ITALY.**

New plans are being formulated for the construction of a subway in Rome, a project which has been under consideration for a number of years. The general plan includes the rebuilding of the present main railway station underground, the erection of two new railway stations, and linking the three by an underground electric railway. Construction will require from 12 to 20 years for completion. The proposed subway lines have been laid out to take care of the heaviest traffic first, with gradual additions to the system until it is capable of caring for an estimated population of 2,000,000. The completed system will be 35 miles in length. The cost of constructing the first portion of the trunk line is estimated at \$22,000,000. (Vice Consul Donald C. Wilcox, Rome.)

**AUTOMATIC CONTROL OF
TRAINS.**

The completion by the Great Western Railway of their system of automatic train control has resulted in over 2,000 miles of track and 2,500 engines being equipped so as to give audible warning to the driver of the state of the signals. The necessary changes cost \$250,000. This new method of control, in addition to its merits as a safety device, will lead to a speeding up of night freight trains. It is described by *The Times* as one of the greatest developments in British railway operating methods.

**RAILWAY CONSTRUCTION IN
THE INTERIOR OF CHINA.**

It is stated in a recent issue of *The Chinese Economic Bulletin* that the Ministry of Railways, Nanking, has decided to proceed at an early date with the construction of 540 miles of line which will connect Paochow and Ningasia. The railway, which is to be known as the Pao-Ning Railway, will traverse what was formerly known as Inner Mongolia. This territory is on the borders of the provinces of Shansi and Shensi, and is watered by the Yellow River. It is proposed to construct the line in three sections, two of them 170 miles in length, and the other 200 miles in length. The main object of the Government in undertaking the construction of this railway is to facilitate emigration from the more congested parts of China to the sparsely populated Northwestern territories of the country. (Continued on next column.)

STREET LIGHTING.**POSITION OF NEW
ESTATES.**

In view of the large number of extensive building schemes which are being embarked upon, it would seem opportune that municipal engineers should agree on a standard of street lighting which should suit all requirements in all districts. America already has a street lighting code, which is the result of a good deal of research work and experiment, and there it has been found that in thoroughfares with heavy traffic an 18ft. mounting height is recommended for streets with side trees, and of from 20ft. to 30ft. in streets not so planted.

There should be a 150ft. spacing on each side of the street, and a lamp rating of not less than 10,000 candles. In medium traffic thoroughfares the same mounting heights, spacing, and lamp ratings apply, except that a "staggered" arrangement is recommended. For light traffic thoroughfares mounting heights and "staggered" arrangement spacing are the same, but the lamp rating has a minimum of 4,000 lumens, or 400 candles, recommended.

Minimum Standards.

Mr. Great Mackenzie, speaking before the Illuminating Engineering Society not long since, pointed out that in the United States business districts, are classified as to vehicular traffic in a manner similar to that adopted for thoroughfares, and the same minimum standards of illumination apply for each class, due consideration being given to other local conditions. For a given size of lamp the minimum mounting height is given as follows: For lamps of 25,000 lumens and over not less than 24ft.; for 15,000 lumens not less than 20ft.; and for 10,000 lumens and less, not less than 18ft.

For residential non-thoroughfare streets the minimum recommended is an 18ft. mounting height and spacing of 150-200ft., with a lamp rating of not less than 2,500 lumens, or 250 candles. At closer spacings, preferably not exceeding 125ft., a mounting height of 15ft. and 1,000 lumen lamps may be used. Where luminaries are on centre suspension the recommended mounting height is 22ft. to 25ft. At intersections of residential streets, carrying only local traffic, not less than one 4,000 lumen or two 2,500 lumen lamps should be installed.

Highways.

For the lighting of highways the minimum recommended is an arrangement of luminaries at mounting heights of 25ft. or more, and not more than 10ft. from a point over the middle of the highway. With this mounting height the spacing should not be greater than 25ft., and 4,000 lumen lamps are considered the minimum. On curved highways luminaries are mounted over the outside of the curve.

It will be noted that, while the B.S.S. gives the rated illumination in foot-candles, the U.S. code refers to the power of the lamp only. The following data, given by Mr. Mackenzie, enables some idea of the relation between lumens per linear foot and available illumination to be formed: 100 lumens per linear foot of street equals 0.23 foot-candle average horizontal illumination when efficient directional media for light control are used.

**ALBERT OIL USED AS
RAILWAY FUEL.**

The Canadian Pacific Railway Company is now utilising upwards of 200 barrels of crude oil from wells in the Ribstone oil field of Eastern Alberta. The fuel is employed on locomotives hauling trains in the mountain division of the railway between Calgary, Alberta, and Field, British Columbia, and is stated to have been found highly satisfactory for this purpose. The oil is taken by road to Rivercourt, near Ulysses, where it is either loaded direct into Canadian Pacific Railway tank wagons or stored in tanks, of which there are three having a total storage capacity of 7,000 gallons.

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ENGINEERS.**—DRY DOCK—**Length 787 Feet.
Length on Blocks 760 Feet.
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SHI (H.W.O.S.T.) 34 ft. 6 ins.**—THREE SLIPWAYS—**Capable of Handling Ships Up
to 4,100 Tons Displacement.
Electric Cranes at Sea Wall.
Capable of Lifting 100 Tons
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HONG KONG, CHINA & JAPAN.TEL. ADDRESS: "TAIKOO DOCK, HONG KONG."
TELEPHONE: 35211
CALL FLAG: "C" OVER "ANS. PENNANT."**THE INTERNATIONAL HEAT
UNIT.**

At the International Steam Tables Conference it was agreed to define the kilocalorie as equivalent to 1/860th of the International watt is 1,000,000 absolute watts. At a recent meeting of the International Union of Physics, held at Brussels on July 12, 1931, the British National Committee suggested that the Union should define the heat unit to be used by physicists. A sub-committee was accordingly appointed to report on the matter, at the first meeting of which the following resolution was agreed unanimously. That this Commission recommends to the Executive Committee of the International Union of Physics that the following two propositions be communicated to the next General Assembly as recommendations from this Committee: (1) That the unit of heat when measured in units of energy be the Joule defined as equivalent to 10 ergs. (2) That the gramme-calorie is the amount of heat required to raise the temperature of one gramme of water from 14.5 deg. to 15.5 deg. of the International Scale of Temperature. According to existing measurements the gramme-calorie is equivalent to 4.186 Joules.

**RECAPTURING THE
ART OF MIDDLE AGE.**

(Continued from Page 1.)

An Overrated Virtue.

Few now blink the fact that consistency is a rather full and much overrated virtue. It is far better to be plastic than to be constant, to be able to adapt oneself to the changes and evolution of life than to stick to childish ideas and shibboleths.

No one pretends that evolution and development are pleasant and comfortable proceedings, but at least they are vastly interesting! Nobody imagines that the art of life is an easy lesson, but, as we have got to learn it, it were to bring humour and dignity to the lessons.

Only by Struggling.

"For living is like swimming," wrote a great master, "it cannot be learnt by theory, but only by struggling in the water, and the deeper the water the more effectively it is learnt."

Now in middle age one has begun to understand the art of swimming, and does not struggle any longer in the water. One trusts oneself to it, making the best use of it, and the water responds and bears you up.

Glitter and outward show cannot dazzle, honeyed words carry little weight, values assume their true form, you realise the subtlety of the things that really matter—how the grasp of a hand is more than innumerable gifts; that though it is really much better than a feast, and that to have what you want may be riches, but that to be able to do without its power—ELEANOR CLARKE, in the *London Morning Post*.

Hong Kong Weekly Press

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Lawn Bowls Interport

Local Tragedies

and

Other Interesting Features.

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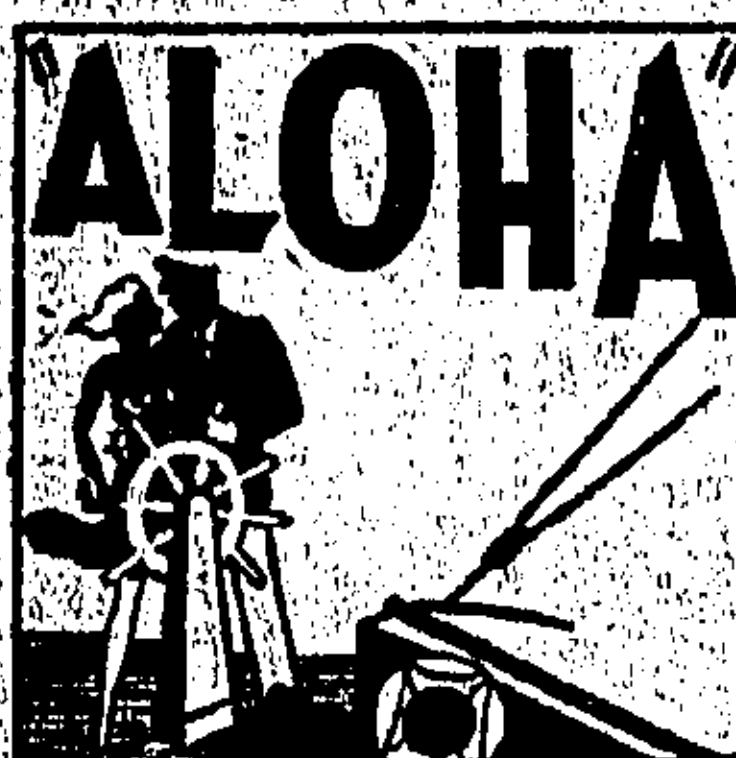
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11, JOE HOUSE STREET.

CENTRAL
THEATRESHOWING TO-DAY
at
2.30, 5.10, 7.15 and 9.20 p.m.

PASSION! HATE!

Half Savage! Half Naked!
A Child of Nature!She lifted a man to the
Glory of Heaven only to
cast him into the depths
of Hell and Damnation
with her Native Heritage.BEN LYON—RAQUEL TORRES
And An All-Star Cast

Directed by

ALBERT ROGELL

A TIFFANY PRODUCTION

SPECIAL ADDED ATTRACTION

Nothing Like It
Even Shown Before.THE TIFFANY CHIMPS
inTHE LITTLE COVERED
WAGON

An All-Talking Comedy

With a Cast consisting
Entirely of

TRAINED MONKEYS

BOOK NOW!

'PHONE No. 25720.

BE SURE TO GET A SEAT.

NEXT CHANGE

ANOTHER TIFFANY
PRODUCTION

Starring

Warner Oland—June Collyer
And A Famous Cast

WATCH!

A Fox Movietone Special

"MEN WITHOUT
WOMEN"

Featuring

KENNETH MACKENNA
And An All-Star CastWhat do
you want?If there is anything
you want to buy or
sell, try a small
classified advertisement.25 words \$1.00 prepaid
for 3 insertions.

THE SILVER SCREEN.

KING'S THEATRE.

"BODY AND SOUL."

Elissa Landi, one of the Fox-Movietone's latest "discoveries," is given the lead in "Body and Soul," which opens at the King's Theatre to-day. Miss Landi hails from Italy and with her beauty, charm and personality should go far. Charlie Farrell plays opposite her.

The story is a cleverly written and about the dark days of the war. It opens with a scene of a squadron of the American Air Force who while awaiting orders in the billet, make the best they can of a trying situation. Then orders are issued that three planes must be brought up in an effort to destroy a "spy" balloon and young Jim Watson, who is Farrell's pal, is chosen to take the first plane up. It might be mentioned here that although Jim is married (his wedding took place four days before he sailed), he is terribly in love with another girl, "Pom Pom" (Myrna Loy) who, it is eventually discovered, is a spy. Just before he is due to go up on his plane, Jim breaks down and tells his friend that he will not go, and what follows is an example of what many men must have done for a comrade during those terrible days.

THE NEW DISCOVERY



Elissa Landi who plays the feminine lead in "Body and Soul."

It is about this stage that Miss Landi comes on the scene and she shows at once that the producers made no mistake when they gave her the leading rôle. Charlie Farrell was good but I thought it a great pity that he left his ukulele behind in this "talkie" for all who have seen "Charlie" seem to be agreed that his ukulele is a part of this star. Myrna Loy, too, played her part well while a good word must also be said of the supporting cast.—F.M.A.

CENTRAL THEATRE.

"ALOHA."

"Aloha" brings to the Central Theatre a Tiffany special production that moistens the eyes, tickles the funny bone and evokes many thrills. Its entertainment value is a foregone conclusion with the plot revolving around efforts to take a wild and tempestuous beauty from a primitive country and fit her into the cold, cultured and sophisticated atmosphere of society. In such a situation there is bound to be a lot of excitement. Ben Lyon and Raquel Torres play the leading rôles.

From sparkling, delightful comedy to very heavy drama swings this romantic drama that is sweeping in its emotional appeal, building up steadily to a tremendous climax that is thrilling and spectacular.

"Aloha" is having its final showings to-day at the Central Theatre. It is a picture that worth to go a long way to see.

"THE DRUMS OF JEOPARDY."

Harold MacGrath's famous novel, "The Drums of Jeopardy," is the attraction to-morrow at the Central Theatre with Warner Oland, June Collyer and Lloyd Hughes featured.

The story is the type calculated to thrill and terrify. The "drums" of the title are set with rubies and are hung on a necklace that was once stolen from the neck of the wife of the Emperor of India. Tradition says that a man has only to hang the necklace about a woman's throat and she can refuse him nothing; but if one of the drums is detached and sent to a

KING'S THEATRE
HONGKONG'S FINEST CINEMA

SHOWING TO-DAY AT 2.30, 5.10, 7.15 & 9.30 P.M.

THE EVER POPULAR

CHARLES FARRELL

AND HIS NEW LEADING LADY, THE GORGEOUS
CONTINENTAL STAR

ELISSA LANDI

IN

"Body And Soul"



A FOX PICTURE.

BOOKING AT THE THEATRE. TELEPHONE No. 25313.

man, he will die within twenty-four hours!

The necktie has belonged to the Russian royal family of Petroffs for several generations, and then it falls into the hands of one Boris Karlov, whose daughter was betrayed by one of the Petroff princes. Of the four men in the Petroff family, Karlov does not know which one was responsible for the death of his daughter, so he sends the drums—four of them—one by one to the Petroffs.

How Karlov pursues his vengeance and the Petroffs, with the aid of an American secret service agent, play tag with death, keeps the story moving swiftly and thrillingly.

"The Drums of Jeopardy" is a Tiffany production. Besides the featured players mentioned, the cast includes Wallace MacDonald, Hale Hamilton, George Fawcett, Ernest Hilliard, Florence Lake, Ann Brody, Mischa Auer and Clara Blandick.

THE SILVER SCREEN.

QUEEN'S THEATRE.

"SHIPMATES"

The most difficult of all sounds to record for talkies is the piping of a boat's whistle, according to technicians who worked aboard the U.S.S. Colorado during filming of Robert Montgomery's first starring picture, "Shipmates," coming to the Queen's Theatre to-morrow. The boat's pipe produces a shrill whistle, ranging from the lowest notes to the highest treble scale. This makes it extremely difficult to locate a level for recording, particularly when mixed with dialogue, it is said.

The new Metro-Goldwyn-Mayer picture was directed by Harry Pollard with Dorothy Jordan playing opposite Montgomery. The cast includes Ernest Torrence, Hobart Bosworth, Cliff Edwards, Gavin Gordon, Joan Marsh, Edward Nugent, E. Allyn Warren, George Irving, Feda Hopper and William Worthington.

Most of the action scenes were filmed aboard the U.S.S. Colorado, placed at the disposal of the film company by the Navy Department.

PRINCE'S THEATRE

SHOWING TO-DAY (Ending on 19th)

At 2.30, 7.15 and 9.15 p.m.

Special Matinee at 5.15 on Saturday and Sunday.

RAMON
NOVARROHear him
sing the
hit:
"PAGAN
LOVE
SONG"

The picture ends with a dramatic climax in which sensational battles with the "Tigers of the Sea" and an astounding denouement figure, Ramon Novarro wins the girl and conquers his enemy.

Added Attractions:

1. "They Go Boom"
2. Fox Movietone News.

NEXT CHANGE

COMMENCING SEPTEMBER 20TH.

M. G. M. picture "SO THIS IS COLLEGE"

BUSINESS MANAGER
OF COURTS.SUPPORT FOR BIG
SPEED-UP PLAN.

An appeal to the Lord Chancellor to alter immediately the rules of the Supreme Court to make the trial of law suits in English Courts cheaper and quicker is made in a memorandum of the London Chamber of Commerce.

A number of important reforms, it is claimed, could be put into force at once, because they do not call for legislation and have already been approved after consideration, at the invitation of the Chamber last year, by the Bar Council, the Law Society and Mr. Justice Roche.

A further suggestion is that a whole-time "business manager" should be appointed to organize the lists and Courts. Such a manager should be a solicitor or barrister with practical experience of Army or Government office organisation.

Proposed Changes

Points on which agreement has been reached, and suggestions which the Chamber claims, could be put into effect at once, include:

The main reduction in expense must be obtained by alterations in the system and procedure. There should be a consideration by the Master of the Court, or a Judge, after pleadings as to the further procedure to be adopted. Dates of trials should be fixed. Documents should be accepted in evidence without formal proof unless challenged.

Evidence from abroad should be given in written form such as affidavits or declaration.

Written evidence should be more widely used in substitution for oral evidence. The Chamber recommends that witnesses shall give their evidence in written form unless the Court or Judge should order the contrary, and that if any party applies to the Court that witnesses should be produced for cross-examination, and the Court so orders, then that party should deposit the cost of cross-examination and witnesses' expenses.

The memorandum puts forward the view that "the great majority of litigants would be fully satisfied with an appeal to only one Court of Appeal."

SECRET DISTILLERY FOUND
IN U.S.

ELABORATE EQUIPMENT.

Clifton (New Jersey).—A modern moonshiners' distillery, equipped with a private railway siding, electric alarms, and secret underground passages, has been seized by Federal agents here.

Three wagons, ostensibly loaded with coal, were found on the sidings. But under the coal large tanks, holding gallons of alcohol, lay concealed. One man was arrested, but it is believed that several others escaped by the secret tunnel, which the officers discovered later.

In front of the office of the factory an elaborate system of warning lights was found, as well as a sliding door worked by electricity. This guarded the entrance of the underground passage leading to a room stashed with a 25,000-gallon still with fifteen vats. Another passage from this led to a secluded spot in the open air. It is by this that the arrested man's confederates are thought to have escaped.

MAYOR OF NEW YORK IN
LONDON.PREMIER GIVES BANQUET IN
HIS HONOUR.

London, Sept. 13.—Mr. James Walker, the Mayor of New York, arrived in London from Paris to-day and was met by the Lord Mayor and the sheriffs.

The Premier, Mr. Ramsay MacDonald, is giving a luncheon in honour of Mr. Walker to-morrow.

BRITISH CHESS.

F. D. YATES: CHAMPION.

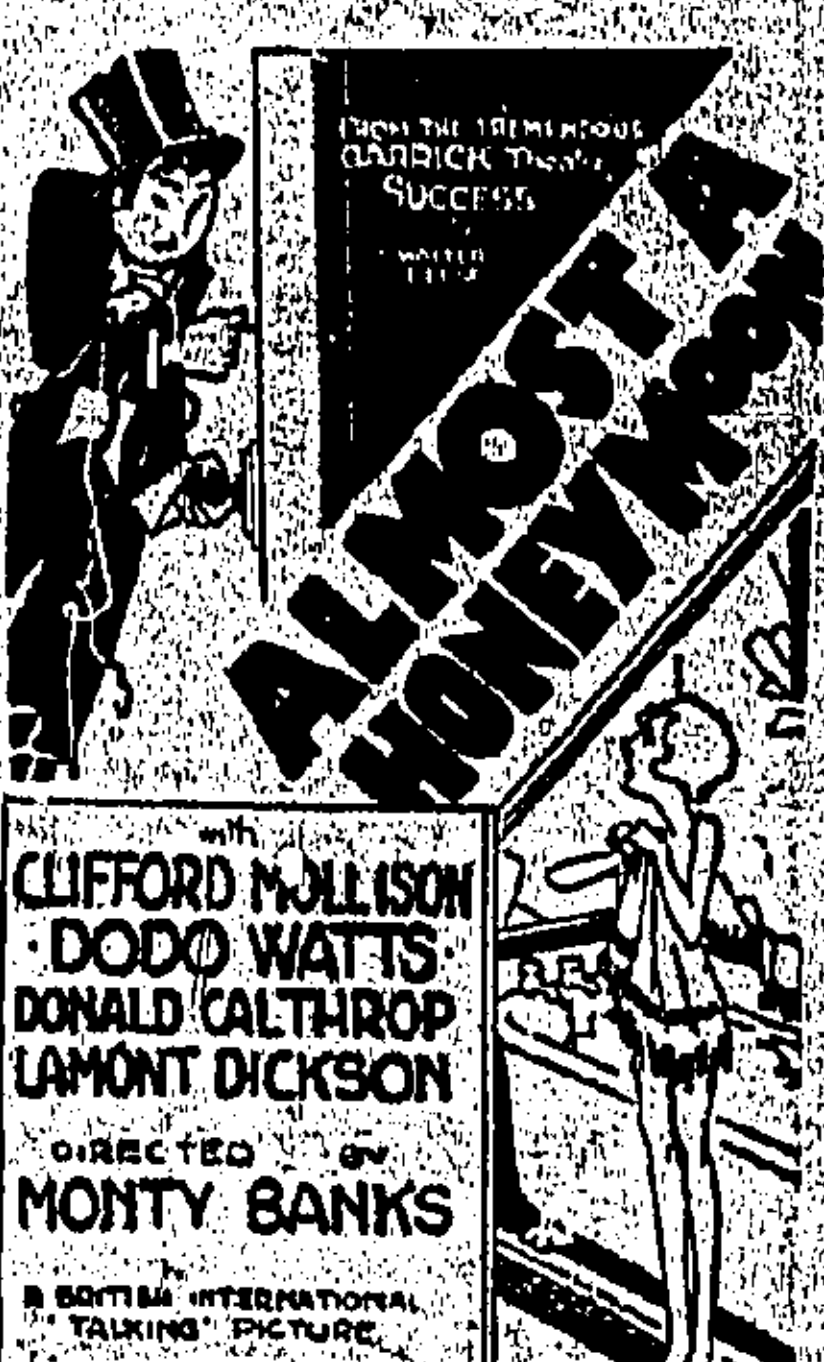
The British Chess Championship tournament at Worcester resulted as follows:

1st prize: F. D. Yates (8 out of possible 11).

2nd and 3rd: Sultan and Winter (tied with 7½).

4th: Sir George Thomas and Spencer (tied with 6½).

Sultan beat Yates by very fine chess in their game in the last round after more than nine hours' play. This was the only loss suffered in the tournament by Yates, who played a strong and consistent game throughout.

QUEEN'S
THEATREFINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.THE LATEST
BRITISH
SUCCESSTO-MORROW
HAY!SHIP-
MATES

A Metro-Goldwyn-Mayer picture

STAR

FINAL SHOWINGS TO-DAY
At 2.30, 5.20, 7.20 & 9.20.The All-Talking,
Singing, Laughing
Baseball Picture.

VAN and SCHENCK

BESSIE LOVE

J. C. NUGENT

Benny Rubin, Mary Doran

The Economy of K Shoes

It is because they fit "better" that K Plus Fitting Shoes stay "Fit."



Wear imposes no unnatural strain on K Plus Fitting Shoes. They bend where your foot bends, so they don't crack or sag. The heels are a fitting narrower than the foreparts, and that is why they fit snugly at the ankles yet leave comfortable room for the toes.

After months of wear K Plus Fittings are still "new looking." That is their economy—they stay "Fit."

K SHOES

FOR ALL OCCASIONS.

NEW STOCKS NOW SHOWING AT
Mackintosh's

DAIRY FARM NEWS.

HOT WEATHER Suggestions

PRESSED BEEF
90 cts. per lb.

PRESSED TONGUE
\$1.75 per lb.

ROAST PORK
\$1.85 per lb.

PRESSED PORK
\$1.15 per lb.

COOKED HAM
\$2.30 per lb.

PORK PIES
30 cts. each.

The Dairy Farm, Ice & Cold Storage Co., Ltd.

IMPORTANT

SINCERE'S OFFER OF CREDIT MEMOS TO CLOSE ON SEPTEMBER 20th.

It is gratifying to note that since our announcement of giving 10% Credit Memos to our Customers who made their Cash Purchases during our last "Sale," we have been giving away several thousand dollars every day, and up to now more than half of our hundreds of thousands of Customers have called for their shares.

As we are anxious to clear the small outstanding sum, Holders of our Counter Sale Memos qualified for this Special Offer, are requested to call for the Credit Memos due thereon (Counter Sale Memos to be produced), Not Later than September 20th, 1931.

Time: From 10 a.m. to 7 p.m. Daily.

THE SINCERE Co., Ltd.

[1186]

MR. PEPYS IN HONG KONG.

12th.—This morning I walk betimes to the office on the way full of reflecting upon the strange lack of savour I find in a Saturday forenoon these hot days. And, as I tell Mr. Povy at the Club later, I perceive that I grow old. But he and Creed do make themselves mighty merry and tell me that I have a sluggishness and indisposition of the liver, and that I should call "in a chivargton" to let me bleed. So on my way back to the office I call in upon Pelling, the Apothecary, who do ask me as many questions as my wife sometimes, of what strong waters I drink, and how often I take a posset; and I do believe him to be a tiresome fellow who do put down well nigh every human ill to strong liquor. However, I do perceive a grain of sense in his advice to exercise my body more, and make a vow to go to the nets for practicing at Crique at least once in every week.

13th.—This day quietly at home in my garden reading of the news sheets, when I discover my gardener planting out some seedlings; and upon enquiry I find he sowed some seeds of radish, which I gave him for broad sowing in a bed, in a pot, and there grew them to two inches high and now sets them out, one by one, in the ground! But I doubt that this is not the manner of it; yet, if I do get me a crop, I am minded to tell Mr. H. Green of it. Good news that we do just beat Shanghai and Tientsin in the swimming matches, and I learn much of the credit do belong to Mr. R. Pereira, who swims most excellently. But strange it is to find Mr. E. de Roza but third in the diving, who always do win here so easily. It seems that the thousands who do travel to Southampton to see the Schneider Cup are disappointed of their journey, for the weather be most fowle and no fights made, and a curse seems to rest upon this Cup, and it is good fortune the business will be done with now.

14th.—This morning I hear to my greatest possible joy that Mr. Jenkin has made one of His Majesty's Counsellors, an honour which is most justly granted to his worth. In the University of California, a new machine is made, to shoot at, and break down, heavy atoms. Of which I enquire from Sir R. Harpenden at the Club, what it may be; and he says it be an attempt to utilize gangster energy in a scientific method to release atomic energy. But how this shall be I know not, but am in doubt whether he jests or no. It seems that yesterday the British airman did out-do the past speed record, and I trust they will let it alone before more lives are lost or more of His Majesty's flying boats are destroyed. Throwing the dice with several gentlemen at the Club, I had great good fortune and much conversation, learning among other matters that the Directors are minded to remove the legend upon the Peak Tramway; which we are all agreed be very sensible of them. For it gave offence to many, and I doubt they would not be a cent the better of it. Mr. Ashby alone seemed to approve the scheme, for he said that it be a most manifest Jacob's ladder whereby all good Kowloonites might ascend when they die. And so home in some disorder, and early to bed.

15th.—This morning talking with my wife who did take it mighty ill I return home so late, and I perceive it will be wiser to practice my drinking of wine in the Club in the evening. But Lord! where else (save maybe in Ico House Street) shall a man hear what is toward? This morning I find that still more speed attempts are made at Calshot, and I fear evil will come of it. In Canton, newspapers from Shanghai and Nanking are forbid as hostile. And so I suppose are Canton papers in the North, though of this I have no sure tidings. But Lord! How shall one know the truth when the news from each side be given out for propaganda and as contrary as possible. Yet much I hope that peace may yet prevail. It seems Mrs. Aimee MacPherson is married again, to a teacher of music, and I perceive that Melody hath her heroes no less than War. And indeed Melody likewise hath her exponents, who do travel up and down in the world, and come, it may be to Hong Kong. And forthwith the cognoscenti do lecture us and say that this or that is a heaven-born musician. But I perceive that most folk in Hong Kong are of simple pleasures and do not appreciate such art, and go not to the concerts. Whereat the musicians are angry at their naughty ignorance and sloth, and style them Philistines. And so I said to Mr. Creed, who replied mightily quick that he had read in the Holy Scriptures that the Philistines disliked the Jews, and so he deemed it to be true. But I think more likely that the residents

(Continued on next Column.)

THAT PEAK TRAM ADVERTISEMENT.

GOVERNMENT REQUESTS REMOVAL.

Passengers travelling in the Peak Tramway yesterday were extremely interested to observe that the "Peak Tram" advertisement, about which there has been so much controversy recently, seemed to be in process of obliteration. The "Peak" had already all but disappeared, and speculation as to the probable fate of the remainder was rife.

Accordingly, a representative of the "Daily Press" communicated with an official of the Peak Tramway Company, and was informed that in deference to the wishes of the Government the advertisement was being erased.

The news has inspired our correspondent thus:—

"It was not fair to outward view As many signs can be:
Its loveliness I never knew,
It never smiled on me.
I only saw, in dirty white,
The words 'Peak Tram'—a ghastly sight!

But now the hillside, green, and cold;
Has lost its hideous ad.

Thank Heaven I can again behold
Its beauty and am glad.
Its foggy gloom is fairer far
Than vulgar adverts ever are.

[With abject apologies to Coleridge.]

here are indolent in going to theatres no less than concerts, and that, though they would enjoy them when there, the trouble of journeying to and fro be too great.

16th.—News still very bad from home and even Holland is drawn into the trouble. And passing strange it is that from Ireland alone have no evil tidings come recently. News that my old friend Dr. Koch goes home soon, and it is hard to believe it is well nigh twenty years gone he did attend upon me in the Civil Hospital where he was with Dr. J. Bell. And I pray that his days may be long in the land of his retirement. This day I read a letter in a news-sheet of one whose neighbour hath bought a wireless set to his very greatest possible discontent, so that he appeals to the Post Master General to permit the transmission for one or two evenings in a week. And meeting the Post Master in the Club this evening I show it to him, who replies that one man's meet be another man's poison, and would advise the poor gentleman himself to keep roosters, of which there be enough and to spare round about Prince Edward Road; or so he do hear. But he then, speaking out of a jest, do tell me that in flats and undetached houses, and especially where the party walls be thin, this question of wireless sets is a most parlous one; and that he knows of no method of adjustment save that of neighbourly good feeling, and unselfishness on both sides.

17th.—The most grave news that ever I read comes from home this morning, of the unrest in the Atlantic Fleet; and there has been no such action since the Mutiny of the Nore. And I perceive that it is said to be due to decisions of the former Government, and not of the National Government which but carried out the routine laid down by their predecessors. And to me it doth seem clear that the politicians did rely upon the loyalty of all His Majesty's forces to make them swallow cuts such as they dare not lay upon the dole-hounds, and the trollops who will draw their dole when they might earn high wages as a domestic. And while such shall have votes, things will never be merry again in England.

18th.—Reading in the News Sheet, it doth appear that the disturbance in the Fleet be much exaggerated and that perfect order do be maintained. Mutiny indeed there be mutiny, then is this a pattern of lawfulness. And it will be well if the dole-hounds do take their cuts with such order, eye, and the schoolmasters too. For the genuine unemployed, I say little, save in pity. For them the dole, the evil, is necessary. But I do style those as dole-hounds who could work and yet would, or in very fact do work and draw the dole too. At which men my stomach turns as the most heinous fellows possible. And I will think no more of them but turn my mind to the future. Interpret at Crique, in which, thanks be to God, we have got one clean sport left. For if any are doubtful over matters of politics, let him to the Cricket Ground and the kind of the bat on the ball will charm him from his evil humours.

FOUR DEATHS IN SMALL FIRE.

WOMAN AND 3 CHILDREN SUFFOCATED.

TRAPPED IN COCKLOFT.

Further details of the fire in Chinese Street which occurred on Thursday night, and which was reported briefly in our issue of yesterday, have now come to hand.

The damage caused to property was comparatively slight, but as a result of their being overcome by fumes and sustaining severe burns, four people died after being rushed to the Government Civil Hospital. They were discovered by firemen, who found their inert bodies in a cockloft. They were:—Tung Ngai, a woman, age unknown; Chan So He, aged nine; Chan Leung Fo, aged three; Chan Ho Mui, aged three.

The Brigade received the alarm, raised by a passer-by (about 11.45 p.m.) and three appliances and three ambulances were rushed to the scene, only a stone's throw from the Fire Station, under the direction of Station Officer W. M. Smith.

A ladder at the rear of the building led firemen to the cockloft where the bodies of the four inmates were discovered.

Subsequently ladders were run up to the floor from which four people were brought down, while two boys, both of whom suffered slightly from burns to the hands, were also rescued.

Jumped from Verandah.

A man and a woman had earlier jumped from the first floor verandah in a panic, and were slightly injured, necessitating their removal to hospital.

The fire itself, however, was quickly under control, and never spread beyond the cockloft, which was burnt out, the personal belongings of the inmates being destroyed.

The cause of the fire has not been ascertained, but it is believed that it can be traced to a lamp or joss stick left burning in the room, which somehow set fire to some rattan baskets.

Scene of Tragedy.

Chinese Street is a small lane between Pottinger Street and the Central Market, connecting Queen's Road and Des Voeux Road. The building affected was one of three storeys, the ground floor housing a salt merchant, while the two upper floors were used as tenements. Chan Chuen, the proprietor of the ground floor business, occupied the premises with his family and utilised a cockloft as sleeping quarters for his wife and daughters. With two sons and two employees, he himself slept in another part of the premises.

When aroused by the flames the proprietor's wife and the children attempted to leave their beds but were overcome by the fumes. So small and ill-ventilated were the premises that the other inmates too felt the suffocating effects of the smoke, but they managed to escape into the street, little the worse for their experience.

CONCERT AT CLUB DE RECREO.

MISS D'AQUINO TO GIVE SONG RECITAL.

A Song Recital will be given at the Club de Recreo on Monday at 9.15 by Miss Edris d'Aquino, soprano, who is a pupil of Miss Marie Gomes.

The programme will be as follows:—

- 1.—Who is Sylvia.....Shakespeare Schubert.
- 2.—Maiden's wish.....Chopin.
- 3.—The Pipes of Pan.....Moncton.
- 4.—Violin Solo—Selected.....Prof. Gonzales.
- 5.—A Violella.....Tosti.
- 6.—Ave Maria.....
- 7.—April men.....Ruy Coelho.
- 8.—O Roubini.....
- 9.—Violin Solo—Selected.....Prof. Gonzales.
- 10.—Princesita.....Padilla.
- 11.—Graciosa.....

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CEMENT CO. SUED.

LAUNCH CREW'S CLAIM FOR WAGES.

DEFENCE OF JUSTIFIED DISMISSALS.

At the Summary Court yesterday, before Mr. Justice Lindsell, the coxswain and six other Chinese, comprising the crew of the steam launch Hok Un, sued their employers, the Green Island Cement Co., Ltd., for their wages in consequence of their dismissal.

Mr. J. C. E. Rendall, who appeared for the plaintiffs, said that they were dismissed on August 19, and they claimed wages for 15 days, also wages for an additional month in lieu of notice.

The amount of the claim was not disputed by the defendants, but they maintained that the plaintiffs were not entitled to any wages as the dismissals were justified. It was held by the Court that it was up to the defendants to establish justification and therefore it was their duty to open the case.

Suspicious Movements.

Mr. H. C. Macnamara, for the defendants, accordingly proceeded to outline the case. He said that at about 6 p.m. on August 13, Mr. Taylor, assistant manager of the Green Island Cement Co., Ltd., was returning from Macao by the s.s. Sui An. On entering the harbour, the vessel came to a point indicated on a plan produced, when Mr. Taylor served the launch Hok Un and from its course and movements his suspicions were aroused. The launch was too far to the west in the harbour, a position in which it ought not to be in carrying out the ordinary work.

Mr. Taylor continued to watch the launch, and he heard a whistle sounded by the Hok Un to attract the attention of another launch, which appeared to be a Chinese launch without any distinguishing marks which could be seen in the weather prevailing at the time. The Hok Un and the Chinese launch proceeded together, and in crossing the path of the Sui An, the Company's launch pulled up slightly to let the Sui An pass. The Hok Un was then so close that Mr. Taylor was able to read the name. Later on Mr. Taylor saw the two launches proceeding hooked together, and it was then seen that something was being moved from the Hok Un to the other launch. On this particular day the Hok Un was expected to leave the Works at 5 p.m. and tow back a lighter from the Macao wharf.

Crew's Denials.

On August 18, Mr. Macnamara continued, the crew were summoned before Mr. Taylor for an investigation, and there were also present Mr. Cameron, the Company's engineer, and Mr. Oliveira, a clerk. The coxswain, when he was questioned why he had taken the launch so far to the west on the afternoon in question, denied that he had been near the spot mentioned. The coxswain was then told that he was dismissed, and he pleaded for another chance, pointing out that it was the first time that such a thing had happened and that his work had always been satisfactory. This statement, Mr. Macnamara submitted, was a partial admission of guilt. The engineer of the launch was then questioned, and he too denied that the launch had been to the west of the harbour. In consequence all the seven men were dismissed.

Mr. Macnamara added that his case was that the plaintiffs had been selling the Company's cement to the other launch and this was presumed to be what was being moved from one launch to the other.

The first witness called was Mr. O. M. Oliveira, who stated that the coxswain had definite instructions on August 13 to tow a lighter containing 500 bags of cement to the Steamboat Company's wharf at 9 p.m. After placing the lighter alongside the ship, the launch returned to the works, and it left again at 5 p.m. to tow the empty lighter back.

Coxswain's Alleged Statement.

Witness stated what happened at the meeting on August 18 when the plaintiffs were dismissed. Mr. Rendall put it to the witness that the coxswain did not make any statement about being given a chance as it was the first time that such a thing had happened, but the witness said he was quite sure that the statement was made. In answer to other questions in cross-examination, witness said that the launch returned with the empty lighter at 9 o'clock that evening, and he agreed that the lighter would sometimes be delayed alongside the ship when there were other lighters discharging their cargo.

Witness identified the trip of the launch Hok Un and (Continued at foot of next column.)

DR. W. V. M. KOCH RETIRES.

FINE RECORD OF SERVICE IN HONG KONG.

SAILING TO-DAY FOR HOME.

Among the many passengers of the Terukuni Maru, which sails from Hong Kong to-day, will be one who will be severing an association of close on thirty years with the Colony. He is Dr. W. V. M. Koch, one of Hong Kong's most talented physicians, who has been prominently associated with many problems relating to public health in the Colony. Dr. and Mrs. Koch will carry away with them the best wishes of a host of friends who will wish them many years of health and happiness in the Old Country.

Dr. Koch who is sixty nine years of age, first came to Hong Kong in 1903, being then attached to the Government Civil Hospital. He was then appointed visiting Medical Officer to the Tung Wah Hospital where Dr. Jau Hawk was then resident medical officer. During this period, Dr. Koch was associated with Dr. Hunter, the brilliant pathologist and bacteriologist, in research into the causation of beriberi. Later Dr. Koch was associated with Dr. Hunter in an investigation into the incidence of typhoid among children. Dr. Koch was in charge of the Kennedy Town Hospital when there was an outbreak of plague in epidemic form and later when there was a serious outbreak of small pox.

In 1914 Dr. Koch was Assistant Superintendent of the Government Civil Hospital when the late Dr. Bell was superintendent. Dr. Koch was instrumental in making many improvements to the Government Civil Hospital during his tenure of office.

Applied to Go to the War.

During the War, Dr. Koch made application three times to be allowed to serve—that was in the early stages when the authorities thought the War would end early and no further applications were entertained. The War Office wired that they regretted they had no suitable post to offer him.

He was appointed an official J.P. in 1903 and on retirement in 1917 was transferred to the list of unofficial J.P.'s. He represented the Justices of the Peace on the Licensing Board for some years and was elected to serve on the Legislative Council for a few months in 1916 during Sir Henry Pollock's absence. After his retirement on pension from the Government Dr. Koch was in temporary charge of the Matilda Hospital and afterwards joined the firm of Drs. Harston, Marriott, Black and Balcan in 1918. In that year he was nominated to a seat on the Sanitary Board by the Government and from that time he has been a member till now.

Dr. Koch has taken a prominent part in Masonic work. He was connected with the College of Medicine for Chinese, and lectured on Surgery. When the University was founded, he lectured on Surgery and examined in that subject until a full-time Professor was appointed. He has also been prominently associated with the St. John Ambulance movement in Hong Kong since 1903.

BANK MERGER.

CHASE BANK AND EQUITABLE EASTERN.

The local office of the Equitable Eastern Banking Corporation is in receipt of a cable from the New York office to the effect that the Chase Bank announces that, effective at the opening of business, October 1, 1931, the business and assets of the Equitable Eastern Banking Corporation will be consolidated with those of the Chase Bank and its affairs will be carried on thereafter under the name of the Chase Bank at New York City, Shanghai, Hong Kong, Tientsin, Peking and Mexico City, with the same management and personnel as heretofore.

He had seen the entries of time taken on the trip and consumed. As regards the consumption of coal, it was not the business of witness to note the amount, as Mr. Cameron would look into the book. At this stage his Lordship said it was too late in the afternoon to call Mr. Taylor into the witness box as his evidence was likely to be lengthy. September 22, at 10 a.m., was provisionally fixed as the date of the next hearing, his Lordship remarking that the diary was full with cases and the Criminal Sessions commencing next Monday, in addition to which the vacation would also commence next week.

THE LAW v. FACTS.

A "BREEZE" IN THE POLICE COURT.

MAGISTRATE AND DEFENDING SOLICITOR.

At the Central Magistracy yesterday, the Magistrate, Mr. E. H. Williams, at the close of Mr. Hall Bruton's address on behalf of thirteen members of the Sik Yee Club, West Point, who were charged under the Gambling Ordinance, reserved his decision until Wednesday morning next.

In the concluding stages of the case, Mr. Hall Bruton, addressing the Bench on behalf of his clients, was stopped by his Worship as he was about to review the evidence. Mr. Hall Bruton made a vigorous protest but the Magistrate insisted on hearing Mr. Bruton only on law and not on facts.

Addressing his Worship at the close of the evidence, Mr. Bruton said: There is one thing which must be apparent to everyone who has followed this case. There must be a very strong motive to induce these defendants to defend the case. These men knew perfectly well what the utmost they could be fined was \$25. They are all busy men carrying on business in the Colony and their time is valuable to them and there is also the question of the expense they are being put to in defending this case which is far more than the amount of the fines. I submit that you must look at the motive moving these people to defend this case. There are three motives, namely, hand-cuffs.

Keep to the Law.

His Worship: I have no time to go into the facts of the case again. You must keep to the law on the case.

Mr. Hall Bruton: Your Worship, in touching on the law, I must touch on facts.

His Worship: The question of handcuffs has nothing to do with the case.

Mr. Bruton: It has a great deal to do with it.

Mr. Williams: I say it has nothing whatever to do with it.

Mr. Bruton: Absolutely!

Mr. Williams: Yes, absolutely. The question of handcuffs has nothing to do with it.

Mr. Bruton: Do you say that the searching has nothing to do with the case?

Mr. Williams: If the police have exceeded their power, the defendants have a remedy outside. I cannot offer them any remedy. That can be decided in another court.

Mr. Bruton: It probably will be! I ask your Worship to take into consideration the motive which moved these defendants.

Mr. Williams: I want you to cite me the law.

Mr. Bruton: In that case I must refer to the evidence. Of course, if your Worship refuse to hear me.

Mr. Williams: I will hear you on the law only.

British Law and Local Ordinance.

Mr. Bruton: Every counsel and lawyer is entitled to address the court on facts and on law.

Mr. Williams: Where is that laid down in Hong Kong?

Mr. Bruton: We are under British law.

Mr. Williams: I am taking my directions from the Hong Kong Ordinance.

Mr. Bruton: Can your Worship point out to me where a counsel cannot address the Bench on facts?

Mr. Williams: In summary jurisdiction, the Bench can refuse to hear counsel on facts.

Mr. Bruton: Very well, your Worship, if you rule that way I must confine myself to the law.

Mr. Bruton then cited authorities to argue that in order to find the Sik Yee Club a common gaming house, his Worship must find that the place had been used more than once. He pointed out that one of the witnesses for the prosecution had stated that the only time the game of *in Kai* had been played on the premises was at the raid. He drew attention to the discrepancies in the evidence of the police witness and asked his Worship to dismiss the case.

His Worship, after hearing Sergeant Fitcher, who briefly addressed the Court, reserved his decision until Wednesday next.

HONG KONG STOCK MARKET.

YESTERDAY'S TRANSACTIONS.

The market opened steady yesterday morning with prices maintained.

Banks were in demand at \$2,040. Cantonese were again in request at Thursday's rate—\$1,545.

Unions were also wanted at \$355. Hong Kong Firms were in demand at \$1,435.

Waterboats, after being done at \$231, closed in demand at \$281. Wharves continue in demand at \$184.

Docks are still wanted at \$29. Providents (old), which were done at \$21, would have been obtained at \$20. The new shares were in demand at \$3.10.

Hotels (old) were on offer at \$17. The new shares were also obtainable at \$17, and at the close there were buyers at \$16.65.

Leads were in demand at \$90. Humphreys (old) were wanted at \$22.

Realities were reported to have changed hands at \$17.40. Ewos were in request at \$15.

10.10, as were Shanghai Cottons at \$13.10 and 2000s Slings at \$13.

Trams, after changing hands at \$231, closed in request at \$231. Other utilities in demand were Peak Trams (new) at \$6.35, Star Ferries at \$203, Yumail Ferries at \$203, China Lights at \$203, and Electric at \$22.

Cements (combined) were wanted at \$20.65. Dairy Farms were the medium of sales at \$32.

Watsons were wanted at \$17.20. Constructions, cum rights, were reported sales at \$14.65, and at the close there were sellers at \$14.30.

Afternoon Transactions.

In the afternoon prices remained unchanged, except for Trams, which advanced to \$231 buyers.

Hotels (old) could have been obtained at \$17.40. Lands changed hands at \$21.

Realities were the medium of sales at \$17.40 and \$17.45. Ewos, after being done at \$15.

10.35 to the North, were in demand at \$15.10, but sellers were asking the former quotations.

Trams, which were transacted at \$231, closed in demand at this quotation, but sellers asked \$231.

China Lights were in demand at \$203. Electrica were in demand at the slightly advanced rate of \$231.

Telephones (fully paid) were wanted at \$44. Cements (combined), which changed hands at \$20.65 and \$20.70, closed in demand at the former rate, with sellers asking \$20.65.

Varsity Jottings.

LAUNCH PICNIC TO-DAY.

A launch picnic will be held to-day under the auspices of the Varsity Medical Society. Clear Water Bay has been fixed as the destination. The launch will leave Blake Pier at 2.30 p.m.

Athletic Club.

The annual general meeting of the Athletic Club will be held on September 23 at 5.15 p.m. at the Union Assembly Room when there will be a general election of new office-bearers. One of the agenda will be to consider the Committee's recommendation to delete the rule that "a team of no less than 3 shall be sent in by every hostel for every event open to undergraduates."

Education Society.

The Secretary of the Education Society, (Miss Lai Po Kan), announces that a group photograph of members of the Society will be taken on September 24 at 10.30 a.m. near the entrance to the Main Building.

Annual Dramatic Meeting.

The Arts Association Annual Dramatic Meeting will be held on October 3 at 8 p.m. in the Great Hall. Two plays, "Teaching Teresa" and "A Collection Will Be Made" will be presented.

There will also be songs by Mrs. A. M. Bowe-Smith and Mr. G. McLeod. The receipts will go to the Education Society Free Night School Fund.

Y.M.C.A. WINTER PROGRAMME.

ELECTION OF MEMBERS' COMMITTEES.

A large attendance of members of the European Y.M.C.A. at Kowloon, presided over by Mr. P. S. Cassidy gathered on Thursday night to discuss the winter programme and to elect committees for the various sections of their activities.

Mr. J. H. Hunt (Secretary) said:

Net often the Secretary has the opportunity of speaking in this way to a group of members, and although there is a lot I would like to say, I will confine my remarks to just a few aspects of our Association life.

I think the Hockey Club is about to start its best season. Under the captaincy of McLennan and the secretaryship of R.A. Bates the prospects are exceedingly bright.

May I suggest that non-playing members should whenever possible, go to the ground at King's Park and watch the matches. It will encourage the players and provide an interesting hour.

You will not misunderstand me when I say we want to capture more of the Association spirit in our Y.M.C.A. Some of us have it, but we want all to have it. True success will come when members think more of their obligations to the Association than their privileges. Some of us have a vision of what this Y.M.C.A. could mean to the Colony. We see a body of men eager for service—that when a spot of work is needed to be done, then here are the men to do it. Let us commence with the activities of our own programme—there is enough variety in it to satisfy all tastes. Every part of the activities is important, whether it is the dance or the Quiet Hour. It is all part of the whole.

Now a word on the more direct spiritual part of the programme. There is, of course, a spiritual background to all we do under the auspices of the Young Men's Christian Association. But there is a need for spiritual fellowship and study. At present the "Quiet Hour" is the only rallying point of this nature. Those of you who were present on Sunday last will have taught some idea of what this meeting can mean. We would like to go a little further this winter, and hold a weekly study circle or group. In conversation with fellows I have often noticed that if a religious topic is introduced a lively interest is shown. This of course, is quite natural, for we are all interested in spiritual things, although we may be rather reticent about them. The intention of this circle is to study subjects from the Christian viewpoint. The proceedings will be quite informal and members will be invited to be frank in dealing with the questions under review. I shall be pleased to receive offers from members to serve on a small committee to consider this idea, for it is impossible to expect any success without the co-operation of the members.

Committees Elected.

The following committees were elected:

Social—Messrs. G. W. E. True, J. C. Grenham, A. White, J. J. Ferguson, W. Stoker and R. Dorman.

Billiards—Messrs. H. Burren, E. Ponsford, J. Snelling.

Literary and Debating—Messrs. T. J. Price, E. R. Price, T. V. Harmon, C. Carruthers, S. A. Gray, S. A. Sweet and A. C. Jeffreys.

Golf—Messrs. G. Russell and H. Hampton and Dr. Cogan.

Ramblers—Messrs. L. Guy, C. Manning, R. C. Grant, and J. Barnes.

Camera—Messrs. J. C. Grenham, T. V. Harmon, L. Bergquest, Library—Messrs. A. White, L. McLennan, R. C. Grant, E. R. Price and D. Marshall.

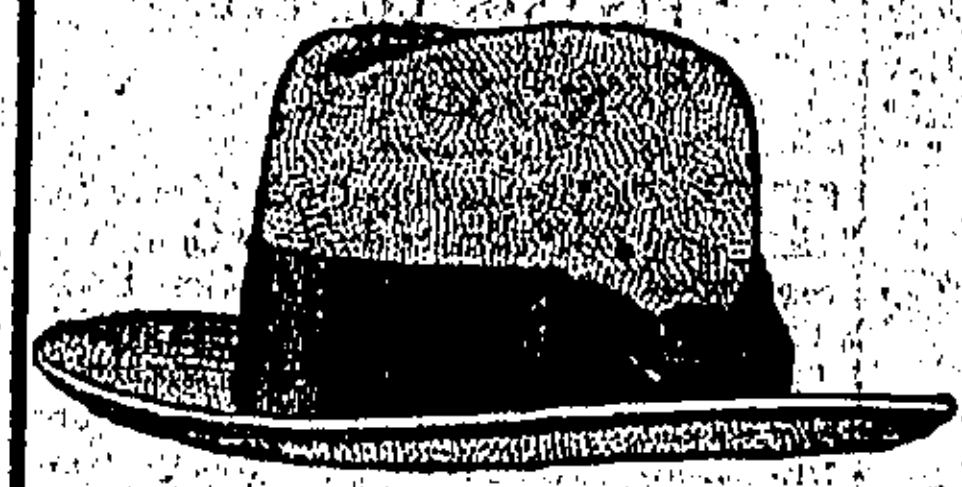
A.D.C.—Messrs. S. M. West, S. A. Sweet, H. Brokenshire, J. J. Ferguson, J. Robertson and R. Dorman.

Basketball—Messrs. R. Dorman, H. Angus, A. F. Bergquest, D. Marshall, and C. Whitehead.

The appointment of committees was followed by a discussion on and suggestions on the various activities proposed, and the meeting terminated with a few words by Mr. J. McPherson (General Secretary) regarding the new wing. This was expected to be opened at the end of the year, he said, and an effort would be made to furnish the swimming bath and first floor by a fund, to which members would be asked to contribute.



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OWING to the EXCHANGE RESTAURANT & LOUNGES being engaged for a Wedding Reception, the Usual SUNDAY TEA DANCE will be held at the KING'S RESTAURANT. [1197]

HONG KONG ST. ANDREW'S SOCIETY.

THE 50th ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on TUESDAY, 29th SEPTEMBER, 1931, at 5.45 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the Year ending 31st August, 1931, and of electing Officers for the ensuing year, etc.

DAVID S. BOBB, Joint Hon. Secretary. [1195]

NOTICE.

A REQUIEM MASS will be celebrated on TUESDAY, the 22nd SEPTEMBER at 8 O'CLOCK A.M. Sharp for the repose of the Soul of BRUNA CELESTE DALMADE B CASTRO (Honor) at the CATHEDRAL of the IMMACULATE CONCEPTION, GLENDALE. [1198]

NOTICE.

APPLICATIONS are invited from British State-registered NURSES for the forthcoming Vacancy of DEPUTY ASSISTANT MATRON in the MEDICAL DEPARTMENT of the KAILAN MINING ADMINISTRATION. Applicants should be aged 30 to 35 Years and preferably have had some Experience in Training Probationers, and in all Branches of General Nursing. Details of Emoluments may be had on Application to the PRINCIPAL MEDICAL OFFICER, c/o THE KAILAN MINING ADMINISTRATION, BARR HOSPITAL, TONGSHAN, HOPET, NORTH CHINA. [1201]

IN THE SUPREME COURT OF HONG KONG.

IN THE MATTER OF THE ESTATE OF HENRY ERNEST SORIVEN LATE OF VICTORIA IN THE COLONY OF HONG KONG, DECEASED.

NOTICE IS HEREBY GIVEN that Creditors and Claimants are requested to send their Claims to the Undersigned Not Later Than 19th DAY OF OCTOBER, 1931. T. G. STOKES, c/o LAND OFFICE, SUPREME COURT, Hong Kong, 19th Sept., 1931. [1199]

NOTICE.

THE Government of TANGANYIKA is prepared to consider Offers for a Tug 250,000 built This Year now lying at ADM. Twin Screw Reciprocated Engines, 800 Horse Power. Coal burning. Hull and Engines by FLETCHER and FROSTON. Speed: 11 Knots. Pull on Tow Rope: 10 Tons. Latest Merry-weather Fire Pump. Length: 109 Feet. Beam: 28 1/2 Feet. Draft: 11 Feet. Accommodation: 8 Europeans, 15 Asiatics. Communications should be addressed to the

COLONIAL SECRETARY'S OFFICE.

[1178]

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ADVERTISEMENTS.

NOTICE.

A. S. WATSON & CO., LIMITED. THE Undermentioned Certificate for 50 Shares in this Company, registered in the Name of KWOK SIN HING, has been declared LOST. If at the expiration of One Month from the Date hereof the following Share Certificate be not produced to the Company, namely, Certificate for 50 Shares No. 20,191 to 20,240, A NEW CERTIFICATE for the said shares will be issued by the Company and thereafter NO OTHER will be recognised.

A. S. WATSON & CO., LTD. Hong Kong, 3rd Sept., 1931. [1147]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE.

THE Undermentioned Certificate for 100 Old Shares in this Company, registered in the Name of Mrs. E. S. ANDREWS has been LOST or DESTROYED, and should this Certificate not be produced to the Company before the 22nd SEPTEMBER, 1931, New Certificate for the said Shares will be issued and the Old Certificate No. 5161 will thereafter be treated by this Company as NULL & VOID. Certificate No. 5161 dated 7th SEPTEMBER, 1931, for 100 Shares Nos. 78801/78900.

JOHN D. HUMPHREYS & SON, General Managers. Hong Kong, 24th Aug., 1931. [1090]

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The Daily Press.

HONG KONG, SEPTEMBER 19, 1931.

THE NAVY AND THE NATION.

It is a great pity that there should have been blundering over the proposed cuts in Naval pay and allowances. Had reasonable care and intelligence been exercised by the Admiralty, the British Navy would have given a lead to the nation in loyal acceptance of the Government's economy campaign. It is no good denying that this initial resistance from the Fleet will have a regrettable reaction, not that the British people will, in consequence, refuse to see the need for the economy campaign, but what should have been an impetus to the cause has been turned into a setback. It is plain that the nature of the cuts, the similar sacrifices demanded of other servants of the Crown, and the vital necessity for this policy were not explained to the men of the Atlantic Fleet. Wildly exaggerated rumours were allowed to gain currency, particularly with regard to separation allowances to wives, and uncertainty as to the future must have been a leading factor in fanning the men to action which an officer, not at all happily described as "unprecedented." The days have long passed when blind obedience under all circumstances, in peace and war, is the unquestioned right of constitutional naval authority. The said authority needs to remember that it no longer has to deal with "press gang sweepings," but with a body of loyal, respectable, and highly educated men. If men of this calibre are treated as irresponsible citizens, every reasonable request or command will be accepted, but revert to the old methods of aloof superiority in the issuing of executive and administrative orders, and trouble is bound to ensue. The "Jolly Tar" tradition is irritating nonsense in these days, and yet it seems to linger persistently in civilian and political circles. In this instance, we must remember that the Navy has never been well-treated, except during the War, in the matter of pay, and now hard won amelioration, conferred in recognition of its service, is being "reviewed."

It was characteristic of the Prime Minister that he should have been in a position to make a personal appeal to naval men, and, despite all pressure of business, he seized the opportunity. It was "just luck" that Mr. MacDonald happened to be at Portsmouth when trouble broke out, but the chance was taken and used to good purpose. What a graceful act it would have been if Sir Austen Chamberlain and the Parliamentary Secretary to the Admiralty had made personal visits to the Atlantic Fleet and the three big dockyards to explain the nature of the national crisis to the men, to enlist their co-operation, and to take direct opinion on the adjustment of hard cases. The official procedure seems to have been, on the contrary, ill-considered and precipitate and concessions are now being made under the shadow of an ultimatum that should have been granted in the original revision.

It cannot be said that the Admiralty came well out of the Parliamentary recriminations on Thursday. Mr. Alexander, the ex-First Lord, declared that the Cabinet had been warned to expect trouble in the Fleet, to which the Prime Minister retorted that the Cabinet had been told that the men would accept the cuts, provided equal sacrifices were made from all services, and unemployment "pay" were reduced. It is obvious, therefore, that the possibility of some degree of resistance was before the Board, but we maintain more sympathetic methods would not merely have averted these incidents, but the Navy's help should, and could, have been enlisted in giving a shining example of patriotism and self-sacrifice to the nation and the Empire.

DIVING FOR GOLD.

There would be no anxiety at the Bank of England about scarcity of gold if all the precious metal that has gone down with ships at sea could be salvaged and lodged in its capacious cellars. There are no charts which accurately record the points where Spanish treasure ships met their doom and their chests of doubloons sank with them to the bottom. But there are scores of points exactly or roughly marked on the map where big liners in more recent times have been wrecked in storms or shattered by typhoons; and if all of them could be dragged to the surfaces scores of millions of pounds would be raised with them.

Much bullion already has been recovered by diving operations. From the Laurentic alone, sunk by a submarine off the Irish coast during the War, 25,000,000 was recovered by the British Admiralty seven years ago; and an Admiralty salvage steamer is now at work attempting to raise another 21,000,000 which still remains in its hold.

But such operations, till recently, have always been in shallow water. The pressure of air, below a certain depth, has made the work of the diver impossible, and vessels sunk in deep water have lain beyond his reach. But the possible prize was big. The spirit of enterprise was stimulated. It has been an Italian company first working in the Mediterranean, and later in the Atlantic off the coast of Brittany, which has pointed the way to romantic treasure hunts on a bigger scale.

The liner Egypt lies seventy fathoms deep below the waters of the Bay of Biscay. Over her, when weather permits, floats the Italian steamer, the Artiglio, moored among a circle of buoys. Nearly two years have been spent in locating the wreck, in preliminary operations, and in moving to and fro between port and the scene of the quest; and now at length the upper parts of the ship have been torn away and removed, the hurricane deck has been shattered by explosives and lifted, and the hull, full of gold, below the floor of the saloon, is now exposed to the groping eyes of the divers.

These are no ordinary divers, provided with rubber suits and rubber tubes. They sit heavily encased in solid metal. They control their own oxygen supply. Suspended in midwater, themselves almost unable to move, but able to converse with the crew on the surface by telephone, they are the eyes of the salvage party.

In the dim submarine light they watch and direct the mysterious operations of the grappling hook and the laying of explosive charges. The discovery of a ship long lost, the breaking up of it, the baring of its hidden treasures, such a thrilling and romantic task, requiring an attitude of practical knowledge, a nicety of co-operation, and a courage scarcely less than the qualities demanded of explorers at the poles.

The gold which is being rescued from the depths of the Egypt's hull, room under these exciting and novel conditions will be so much added to the world's ill-distributed stores. And since the recovered gold would go to countries which have special need of it, the gallant crew of the Artiglio, groping for treasure among the mists and tides of the Atlantic, is playing its part in helping to solve one of the most difficult problems of our time.

Be Prepared.

Anxious eyes have lately been scanning the past lists of the recent Cambridge examinations. Thus one is reminded of one student who did not fare well not long ago when he sat for his Matric. Finding he had failed in each of the five subjects, he sent the following wire to his brother: "Failed in all five. Prepare, father." Back flashed this message: "Papa prepared. Prepare yourself."

The Meaning of Money.

Herewith the derivation of the word dollar. It is an Americanisation of the German word taler. In Joachimthal (where the radium comes from—in Czechoslovakia) there were once famous silver mines. The coins struck there were called Joachimsthaler, and then simply thaler. Hence dollar. The Scandinavian riksdaler is merely a corruption of Reichs dollar. Derivations are danger-traps, but money being to-day an all-absorbing topic some further explanations are given. The French franc owes its name to the Latin inscription "Francorum Rex" which appeared on the first gold coins struck by the Franks. The florin came from Florence. Lira is the same as livre, the French pound. Rouble is taken from a Slav word meaning indented, the first coins issued in Russia having borne a peculiar indentation. The Portuguese escudo and the French sou came from the Latin scutum, a shield. Finally, rupee comes from a Sanskrit word meaning cattle, these animals being the original means of exchange in India.

★ News and Views ★

Porter.

It is the custom at one of our London hospitals to use the chemical formula for alcohol, C₂H₅OH, to indicate the disease in the case of "drunks." A fresh student was looking through the list of patients one day and kept coming across C₂H₅OH as the disease and was completely mystified, so he asked the Hall Porter the meaning of it. "Why," said the Hall Porter, "you ought to know what that means, that's the Latin for Boor."

Designer of Mistress.

To the man in the street the tonnage of ships and yachts conveys but little, and therefore the best manner in which to define the size of Mr. George Roosevelt's schooner, Mistress, which Mr. Roosevelt designed and in which he sailed across the Atlantic, is to say that she will be shipped aboard the Olympic and taken back to New York. Mistress, too, was one of the largest of the Transatlantic racers, the smallest of them being scarcely bigger than an ocean liner's lifeboat. Several of these little yachts will be homeward bound aboard 'big steamers' in September, after which they will be rigged again and set off on cruises up and down Long Island Sound.

French Air Deaths.

Statistics relating to French air accidents, which have just been published, show that for 625,000 miles flown by commercial aeroplanes there have been 18 accidents, in which 13 persons have lost their lives and nine have been seriously injured. For the same distance flown in seaplanes the number of accidents recorded is three, causing the death by drowning of six persons and serious injuries to five others. These figures do not include the accidents to tourist planes or at flying schools, and sports meetings, where, as many people seriously hurt.

Britain's Shop Window.

A life-size silhouette figure of Britannia with upraised becoming arm will shortly be exhibited on posters in every country in the world. This will mark the opening of the most intensive campaign yet organised by the Department of Overseas Trade to attract buyers to the British Industries Fair, which is to be held in London and Birmingham next February. Newspaper advertisements, brochures, and circular letters will be used, and the members of the Consular Service are expected to act as publicity agents for Britain's annual "window display." In some countries are being arranged, and the British Consul will give short talks on British goods, alternated with items of English music.

Present for the King.

As a present to his Majesty, the King Lord Moyriban has been handed by the University of Buenos Aires hitherto unpublished papers of the eighteenth-century scientists and travellers, Bompland and Humboldt.

Quick Wit.

There was recently a good example of business enterprise to be seen in a famous London street. A car dashed into the plate glass window of a motor establishment there. Within an hour the place was boarded up and a notice affixed: "Cars literally hurt themselves in here for repairs."

The Title.

Here is another story of a gamekeeper—A member of a well-known family, endowed with the Christian name of "Augustus," was shooting with a friend, when the gamekeeper startled them by addressing him as "Augustus." The host said: "What do you mean by speaking to a gentleman like that, calling him by his Christian name?" Gamekeeper, abashed: "I beg pardon, sir, I am sure, I didn't know it was a Christian name. I thought it meant Colonel or something, like Augustus Caesar in the Bible."

Deluge of Letters for Police.

The unprecedentedly high reward of £5,000 offered by the German authorities for the apprehension of the wreckers of the Basle-Berlin express has had unusual results. From all over Germany letters and postcards come pouring into the Berlin police headquarters. The police authorities are working day and night to sort out this huge correspondence, probably all of which will prove worthless. Some letters contain accusations, others, supposedly important information, and yet others threats against the police authorities.

A Kindly Thought.

A London friend writes that he has just seen a remarkable contribution towards the safety of the roads. The London United Tramways have recently installed trolley 'buses' in the Kingston area. As these vehicles demand a driving technique of their own, new motor-men are being trained daily on the roads. On the back of 'buses' used for this purpose is a huge red notice: "Caution. Driver Under Instruction." One feels that the idea might be extended with advantage. "Warning. Learner at the Wheel" for instance, would be vastly appreciated while "Take Care, Driver, blind to one eye and mentally deficient in one eye and 'Caution, Undergraduate Driver,' in usefulness. For motor coaches, "Deadly Danger. We are Behind Time" (inscribed back and front on both sides) would be a god-send.

★ Local Notes and Events ★

Three cases (one non-Chinese) of typhoid fever were reported on Thursday.

The total output of the Kailan Mining Administration's mines for the week ending September 5, amounted to 113,634 metric tons, and the sales during the period to 101,970 metric tons.

A Requiem Mass will be celebrated on Tuesday, September 22, at 8 a.m. for the repose of the soul of Bruns Celeste D'Almada, a Castro at the Cathedral of the Immaculate Conception, Glendale.

Messrs. Lane, Crawford, Ltd., announce that, owing to the Exchange Restaurant and Lounges being engaged for a wedding reception, the usual Sunday Tea Dance will be held at the King's Restaurant.

It is announced that a special meeting of members and adherents of the Union Church, Jordan Road, Kowloon, will be held to-morrow, immediately after the morning service, to consider a recommendation in regard to the pastorate of the church.

Members of the Kowloon Golf Club are reminded of the qualifying rounds, to decide the Club's entries for the Championship of the Colony. These will be played off over the Kowloon course to-morrow and Sunday, September 27. Members taking part are requested to arrange their own partners.

On Sunday morning the annual service for Scouts and Guides is being held in St. Andrew's Church, Kowloon, when the preacher will be the Rev. G. T. Waldegrave, Commissioner of Scouts for the Colony. At the evening service the preacher will be the Rev. R. B. G. G. Bishop of Chikang. A large attendance is expected at both services.

Lady Peel is giving an "At Home" to members and supporters of the M.O.L. at Government House on Thursday next at 4.30 p.m.

The Hon. Treasurer of the St. John Ambulance Brigade begs to acknowledge with thanks the receipt of the following donations to Brigade Funds:—Mr. Chau Yuo Ting, \$50; Mr. Wong Sik Kay, \$100; Mr. Fu Sik, \$20; Mr. Yung Tze Ming, \$20; Mrs. Ho Kom Tong, \$25; Mr. Kan Tat Choy, \$20; Li Tze Cheung, \$20; Mr. Lo Chung Kui, \$25.

Hong Kong estate worth \$62,400 was left by the late Chin Leung Shi (or Ste), alias: Mary Chin, alias: Leung Lai Chee, alias: Leung Chee Shing, alias: Leung Lai Chee Tong, alias: Daisy Leung, concubine of the late Chin Wai Po, who died at No. 335, Hennessy Road, Hong Kong, on May 8, 1931. Probate has been granted to the executors, Chin Ah Kam, No. 25, Wing Wo Street, and Chin Tit Yung, of China Building, seventh floor. Requests are all of a family nature.

agility, and to be endowed with equal courage and resources. His career during the past few years has been eminently adventurous and romantic, and his name has become a terror in the district. His followers: implicitly believe in his ability, and the soldiers sent to capture him go with reluctance and dread. He has recently strengthened his retreat, and is continually adding to the number of his followers. Success has so emboldened him that he now regularly raids upon an increasing area of country. Vainly have the authorities despatched troops to destroy and break up his following; Kwan lately defeated two regiments sent against him, and launches at Hong attempts to suppress him.—Hong Kong Daily Press, September 16, 1931.

From the files.

Looking Back 25 Years.

Not for many years has such a destructive typhoon been experienced as that which struck Hong Kong yesterday. Coming almost unexpectedly, it took a large section of the boat community by surprise, and this unpreparedness did not only to wholesale destruction in the harbour, but to enormous loss of life. One of the most disastrous that has taken place here within recent years, the full extent of the damage and loss which it occasioned cannot yet be estimated. Very few words, however, suffice to show that it was something quite beyond the ordinary. At least three large steamers, one French vessel of war, a large sailing ship, some motor-boats, and many launches, are total wrecks. The Kowloon foreshore and buildings present a heart-rending scene. The fine new ferry wharf and office just erected on the Kowloon side are gone. So are many other piers. The damage must represent millions of dollars, while many hundreds of people must have perished. On the Kowloon side workers were employed for two hours picking up corpses.—Hong Kong Daily Press, September 16, 1931.

Looking Back 50 Years.

The Shanghai Courier gives some interesting particulars of a pirate chief who has for some time successfully set at defiance the authorities of the Ningpo district, utterly routing the troops sent against him, looting, fires upon the wealthy inhabitants, and even killing the officials in charge of the district station, and carrying off the money. This man, named Kwan King Man, is said to be a person of extraordinary physical strength and (Continued on previous column.)

ADMIRALTY CUTS
IN PAY.MEN WILLING TO ACCEPT
REASONABLE CUT.

[BRITISH WIRELESS SERVICE.]

RUSSY, Sept. 17. In the House of Commons, at question time, Sir Austen Chamberlain, First Lord of the Admiralty, stated that the Admiralty had issued an Order to the Fleet in which it was stated that the Admiralty was fully alive to the hardships among certain classes of rating resulting from the reduction of pay. The ships of the Atlantic Fleet were to proceed to their home ports forthwith to enable a personal investigation to be made with a view to necessary alleviation.

Later in the debate, the motion for adjournment raised by the Member for Portsmouth Central, Capt. W. P. Hall, R.N., Sir Austen paid a tribute to the Senior Officers Commanding the Atlantic Fleet for the tact and common sense of their actions which would, he believed, be warmly echoed by the men of the Fleet.

Lower Deck Action.

As regards the lower deck, although their action could not be excused, he might almost say that if such action was taken at all it spoke well for the general discipline of the Navy that it should have passed off so quietly and without disturbance. He felt confident that, in accordance with the traditions of the Service, the men would loyally uphold it, and would not look back to what had happened but forward to rendering service to the country.

After dealing with the detailed criticisms of cuts made by Capt. Hall, Sir Austen said with regard to special cases of hardship and unfairness, the Admiralty was prepared to make an inquiry with the hope of finding a method of alleviating the hardships.

The general scheme of economy, laid down by the Government, was required in order to restore National credit. They could not allow it to be eaten away in detail, but they were quite ready, in cases of exceptional hardship, to provide a remedy, if they could.

Summoned to London.

That was the purpose of the inquiry which would be opened at the earliest possible moment after the arrival of the ships at home ports, by the respective Commanders-in-Chief.

It is understood that the Commanders-in-Chief of Home ports have been summoned to the Admiralty to discuss the plan for holding of the inquiry into the grievances of the men regarding pay cuts.

Adjournment Motion Withdrawn.

[THROUGH REUTER'S AGENCY.]

London, Sept. 17. The plan is now, and it is in everybody's interest to forget it, declared Sir Austen Chamberlain in the House of Commons when replying to a Labour demand that there should be no penalisation in connection with the naval unrest. Labour Members emphasised that they did not condone indiscipline in the Navy. Sir Austen reiterated the substance of the Admiralty statement (mentioned yesterday) giving an assurance that all grievances would be sifted by the District Commander-in-Chief, but said that Government could not allow the economy scheme to be eaten away.

The ex-First Lord, Mr. Alexander, said that he was gratified by Government's statement, and finally the Labour motion for adjournment of the House was withdrawn.

True Perspective.

[BRITISH WIRELESS SERVICE.]

RUSSY, Sept. 18. Last night's debate in the House of Commons on the recent unrest in the Atlantic Fleet, following upon cuts in Naval pay, included in the National programme of economy served to place the incident in its true perspective.

The Labour Member for Portsmouth, Capt. W. G. Hall, who initiated the discussion, emphasised that the cause of the unrest was solely hostility to cuts in pay which hit the married men particularly hard, and, in his view, broke the contract regarding pay and allowances, confirmed by successive governments. Letters from men showed they would accept any reasonable cut which did not bring tragedy to their homes. He was glad the Admiralty had acknowledged the existence of special hardships.

It has been decided to suspend all annual training in camps by the Territorial Army and supplementary reserve next year.

The strength of the Territorial Army will be limited to that for which provision was made in this year's estimates.

German Paper Suspended.

[THROUGH REUTER'S AGENCY.]

Berlin, Sept. 17. The Communist paper "Rote Fahne" has been suspended for one month for printing an inflammatory article.

(Continued at foot of next column.)

UNEMPLOYED IN
GREAT BRITAIN.3,000,000 EXPECTED TO BE
WORKLESS.

[THROUGH REUTER'S AGENCY.]

London, Sept. 18. The increase in the present record of unemployment figures by 300,000 to 3,000,000 was anticipated in a speech by Mr. Neville Chamberlain in the House of Commons when speaking on the National Economy Bill. He said this was an assumed figure in making up the Unemployment Fund Balance Sheet for next year.

Mr. Chamberlain also stated that nearly 21,000,000 will be saved in the deductions from fees to doctors and chemists payable under the National Insurance Act, this is equivalent to 1/10th of their present remuneration.

CHIEF PETTY OFFICER
WILLIS HONOURED.PRESENTED WITH GOLD
WATCH.

[THROUGH REUTER'S AGENCY.]

London, Sept. 17. Chief Petty Officer Willis, the hero of the Poseidon disaster, was entertained this evening by the Molesey branch of the British Legion, of which he has been made an honorary member.

C.P.O. Willis was presented with a gold watch and his wife, Mrs. Willis, with a travelling bag, by Colonel John Brown, the National Chairman of the Legion.

In a modest reply to addresses praising his conduct in the Poseidon disaster, C.P.O. Willis said there were plenty of others in the submarine service who would have done exactly the same as he did.

WAR DEBTS.

AMOUNTS RECEIVED AND
PAID BY BRITAIN.

[BRITISH WIRELESS SERVICE.]

RUSSY, Sept. 17. In a Parliamentary answer on war debts, the Chancellor of the Exchequer, Mr. Snowden, stated the net war debt due to Britain by Italy at the signing of the funding agreement was £200 millions. The net amount received since was £23 millions and to be received under the agreement was £234,500,000.

The war debt due to Britain by France at the signing of the funding agreement was £270 millions. The amount received since was £243,000,000 and the total to be received under the agreement was £789,000,000.

The total owing by Britain to the United States on the signing of the funding agreement was £4,000,000,000. The amount paid since was £3,135,750,000, and the aggregate amount to be paid under the agreement to completion of payments was £811,105,000,000.

"MYSTERY" MAN RETURN-
ING TO ENGLAND.MR. NORMAN SAILS ON BOARD
DUCHESS OF BEDFORD.

[THROUGH REUTER'S AGENCY.]

Quebec, Sept. 18. Refusing to be interviewed Mr. Montagu Norman, the Governor of the Bank of England, sailed today on board the Duchess of Bedford for England. He is travelling incognito, his name not appearing on the passenger list.

AUSTRIAN REVOLT.
PRINCE STARHENBURG PRO-
VISIONALLY RELEASED.

[THROUGH REUTER'S AGENCY.]

London, Sept. 17. It is learned from Linz that Prince Starhemberg, who was arrested a few days ago in connection with the Fascist uprising in the northern provinces, and General Puchmayr, have been provisionally released.

sage to British sailors, urging them to disarm and chase their officers of their ship.

Loyal Crews.

[THROUGH REUTER'S AGENCY.]

Wellington, Sept. 18. The Admiralty cuts in pay have been accepted philosophically by the two hundred officers and men of the British sloop Luburn and Veronica.

The crews of the cruisers Dundee and Diomedes who are paid by the New Zealand Government are not affected, but it is expected their pay will soon be subjected to the ten per cent. Civil Service cut.

EXAMINATION OF
SILVER PROBLEM.OFFICIAL CONFERENCE TO
MEET ON SEPT. 30.

[THROUGH REUTER'S AGENCY.]

Paris, Sept. 18. To-day experts, under the auspices of the International Chamber of Commerce, who are meeting to examine the silver problem, held their first gathering formally to enable the experts to get into contact.

The official conference opens on October 23. The present state of the silver talks were outlined by an official of the International Chamber of Commerce to Reuter. He pointed out that the proposal originated at the Biennial Congress at Washington last May, but as it was not quite clear to what extent such a conference would be useful, the Council later resolved calling for the appointment of an independent private committee of experts to report on the technical aspect so as to enable the Council to fix a policy.

The committee was not yet complete, but it is hoped the report will be ready for submission to the next meeting of the Council on October 23.

ROUND TABLE
CONFERENCE.GANDHI'S "GENTLE AND
HUMBLE COMPLAINT."

[BRITISH WIRELESS SERVICE.]

RUSSY, Sept. 17. Mr. Gandhi made a long speech at the meeting of the Federal Structure Committee to-day in the course of a general discussion on the composition of the methods of election to the Federal Legislature.

He began by declaring himself oppressed by the fear that the delegates were not the chosen ones of India, but of the Government. There was a sense of uneasiness about the Committee, and its proceedings seemed to him interminable, and leading nowhere. He made the "gentle and humble complaint" that His Majesty's Government did not give them a lead which would help them to reach conclusions. He wished Government to say what they would do if Indians had appointed them arbiters of their destiny.

Mr. Gandhi then proceeded to deal earnestly with the points before the meeting.

Smiling of Give and Take. India, historically, was one country, he said, and the Princes, in agreeing to a Federation, had helped to maintain that unity. There must be a spirit of give and take between British India and the Indian States, for without it a definite and workable scheme of federation was impossible.

Mr. Gandhi found himself in agreement with the remarks made by Lord Peel, who had pointed out certain advantages which the method of indirect election possessed over direct election. He said he was wedded to adult suffrage, but was not enamoured with the idea of two Legislatures, while he was opposed to the whole idea of nominated members. Experts, he submitted, could attend to give advice, but they should not be able to vote.

An All-India Federation.

Earlier in the proceedings, the views of the European business community were given by Mr. J. V. Jones. The Indian States, he said, should be adequately represented in the Federation and in fair proportion to British India. Beyond that, the method of selection was an internal matter of the States. They were all agreed that the only solution of their problem was an All-India Federation, and no responsibility should be transferred to any Government that was not representative of all India and all interests in India.

Regarding the method of appointment of British-Indian representatives to the Upper and Lower Houses, he still personally favoured the system of representation of Governments in the Upper House and of the Legislatures in the Lower House. But the European community would consent to indirect election to the Upper House from the Legislatures of the constituent States. They preferred direct election to the Lower House, but in view of popular opinion favouring direct election, they were willing to agree to it, provided that the House was truly representative of the federating units. They held that the special interests, now represented in the Legislatures, should be represented in both Chambers. Europeans, he said, should have the same representation as now with constituencies as at present to elect their representatives. British and Indian communities should be represented each by three or four members in both Houses.

(Continued on next column.)

LORD HUDSON AND
BIMETALLISM.NEED OF RAISING LEVEL OF
WHOLESALE PRICES.

[THROUGH REUTER'S AGENCY.]

London, Sept. 18. Lord Hudson, who is an advocate of bimetalism, gave notice of a motion which he will present to the House of Lords, on Sept. 30, requesting the Government to confer immediately with the Governments of the Dominions and the United States on the need of raising the present level of wholesale prices, also of the desirability of dealing with the question of silver so as to increase the purchasing power of a large portion of the world's population by stabilising the price of silver to some appropriate level.

PORTUGUESE NAVAL
MUTINY DENIED.

[THROUGH REUTER'S AGENCY.]

Lisbon, Sept. 17. There is no truth in the report from Spain of a Portuguese naval mutiny. The whole country is quiet.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.25 p.m., stated:—

The typhoon is less than 200 miles to the east of Oshima, moving north. A typhoon appears to be forming to the east of the Visayas in about Lat. 13 deg. N., Long. 129 deg. E., direction of motion at present unknown.

Forecast:—N.E. or variable winds, moderate; fine generally.

TYPHOON WARNING.

The following typhoon warning has been received by the American Consulate General from the Manila Observatory:—Cyclone or typhoon E. of Visayas Islands, direction unknown.

FRENCHMEN GAOLED FOR
ABDUCTION.ATTEMPTS TO KIDNAP GER-
MANS FOR FOREIGN LEGION.

Berlin, Sept. 18.—Two Frenchmen were sentenced to-day to four years' imprisonment with hard labour by the District Court at Lueneburg, near the Franco-German frontier, on charges of abduction. It was stated in evidence that the two had acted as recruiting agents for the French Foreign Legion and had attempted to kidnap two German workers after having rendered them unconscious with drugged cigarettes. A customs officer testified that he stopped the automobile with the agents and their two victims near the frontier and that the two Frenchmen had first sought to bribe him and then threatened him with their revolvers.

A large sum of money found on the two agents has been confiscated.

Place Cards on the Table.

[THROUGH REUTER'S AGENCY.]

London, Sept. 17. Mahatma Gandhi lodged a "gentle and humble complaint" against His Majesty's advisers "at the Federal Structure Committee of the Round Table Conference to-day for not giving members a lead. He wanted them to place their cards on the table and submit concrete proposals. He said that the proceedings seemed interminable to him, and were leading practically nowhere.

Lord Sankey undertook to bring the suggestions he made in this sense to the Government's notice. Mahatma Gandhi then expressed a number of opinions on the question of representation in the Indian Parliament. Favouring adult suffrage, he proposed that each of the half million of villages should elect one representative and later elect men for the Federal Legislature. This procedure would obviate the creation of unwieldy constituencies. He was opposed to a Second Chamber, and opposed also the separate treatment of any special interests, apart from the Hindu-Muslim-Sikh triangle, and the interests of the "Untouchables."

Indian Commerce to be Represented.

[THROUGH REUTER'S AGENCY.]

Bombay, Sept. 18. Indian commerce will after all be represented at the Round Table Conference. Sir Purshottamdas Thakurdas and Mr. Jamal Mohamed are sailing next week. The third delegate, Mr. G. D. Birla, is already in London.

COL. LINDBERGH'S
FAUX PAS.RECEPTION AND AVIATION
OFFICIALS PEEVED.

[THROUGH REUTER'S AGENCY.]

NANKING, Sept. 18. Col. Lindbergh's "lack of promptness" in informing the Chinese authorities here of his movements has caused considerable dissatisfaction, especially in Chinese circles. It is pointed out that the only telegram from Lindbergh to the Chinese authorities is dated Sept. 11, and was transmitted via the Chinese Legation at Tokyo.

Lindbergh was expected on Sept. 20, but learning last night that he was due to-day preparations for his arrival were hastened. The Reception Committee and Aviation officials waited vainly, while the river traffic was cleared, after a long wait it was learned that Lindbergh had postponed his departure from Fukuoka.

The general feeling in the Capital is that he should have shown "greater consideration" for the Chinese authorities.

Nanking Ready to Receive
Lindberghs.

[THROUGH REUTER'S AGENCY.]

NANKING, Sept. 18. All preparations for the reception of Col. and Mrs. Lindbergh have been completed but were greatly hindered by the rapid rise of the Yangtze, which swept away the jetties from the stages to the shore.

Start Postponed.

FUKUOKA, Sept. 18. The Lindberghs have postponed their departure until Saturday.

Intends to Fly to Europe.

Col. Lindbergh stated to Press representatives that, after spending a few days at Nanking, he hoped to fly to Europe, but that he had not yet decided on the route he would take.

ZEPPELIN IN THE
AIR AGAIN.REPLIES FROM BRAZIL
WITHIN TWO WEEKS.

[THROUGH REUTER'S AGENCY.]

Berlin, Sept. 17. The Graf Zeppelin left Friedrichshafen at 1.15 a.m. for Pernambuco, Brazil.

Friedrichshafen, Sept. 17.—The departure of the Graf Zeppelin for its next journey to South America has been fixed for Thursday night. All available berths have been booked at the reduced rate of 4,000 marks, and in addition to this, the shipping will probably carry an exceptionally heavy mail on this trip, the second of three, arranged for this autumn.

Under the new arrangements with the Brazilian postal authorities, the dirigible will this time remain at its mooring, met at Pernambuco for four days, during which time the mail it has brought will be rushed to the various Brazilian centres by aeroplane, and the replies taken back again to Pernambuco by the same means. Thus it will be possible for businessmen and others in Europe to receive a reply to their letters to Brazil within a fortnight, as compared with the minimum of a month, required by the French Aeropostale Company, and the minimum of six weeks by ordinary mail boat.

STAINFORTH'S PLANE
SALVAGED.

[BRITISH WIRELESS SERVICE.]

RUSSY, Sept. 17. The racing seaplane, in which Flight Lieutenant Stainforth met with mishap yesterday, was raised from eight fathoms, in which it sank in the Solent, by a salvage boat to-day.

It did not appear to be much damaged. Preparations for Stainforth's attempt to break his own record for the international three-kilometre course of 379 miles an hour are continuing.

The standard Rolls-Royce engine has been removed from the Victoria Seaplane in which Flight Lieutenant Boothman won the Schneider Trophy and set up the "hundred-kilometre record" of 342 miles an hour, and a special Rolls-Royce engine designed for the attack on the speed record is being installed in its place.

An attempt will be made as soon as the weather conditions are suitable.

FLYING BOAT NON-STOP
RECORD.

[BRITISH WIRELESS SERVICE.]

RUSSY, Sept. 17. At the end of a test flight to East and back a Royal Air Force Searo flying boat, yesterday set up a new record for the longest non-stop flight for a flying boat.

It flew 1,100 miles from Gibraltar to Plymouth without alighting.

BRITAIN'S PROPOSED
TARIFFS.CAUSING ANXIETY IN
EUROPE.

[THROUGH REUTER'S AGENCY.]

Geneva, Sept. 17. Anxiety in France, owing to reports that Britain might adopt protective tariffs, is shown by the fact that M. Rolin, the French Minister of Commerce, has approached the representative on the Board of Trade and expressed the view, held by the French Government, that the imposition of Customs duties for the purpose of remedying Britain's adverse balance trade would constitute an infringement of the elementary rights of countries engaged in normal economic relations. He added that the French Government could not believe that Britain would adopt such steps which he felt sure would injure the interests of both countries.

Geneva, Sept. 18. Fear that Britain will adopt protection is behind an important resolution submitted to the Second Committee, and is signed by Belgium, Denmark, Norway, Holland and Sweden calling on every country to avoid a change in its tariff or commercial policy tending to increase the economic disequilibrium.

GENERAL ELECTION
OUTLOOK.PROBABLE ELECTION DAY
OCTOBER 19.

[THROUGH REUTER'S AGENCY.]

London, Sept. 18. Despite the opposition expressed at the Liberal Party meeting, political opinion generally is convinced that there will be an early appeal to the country by the National Government, headed by Mr. MacDonald, on the tariff issue.

This will probably entail a change in the National Government's personnel, (owing to the defection of Sir Herbert Samuel and other Free Traders. It is suggested that all the Government's business is certain to be passed by both Houses in time to dissolve Parliament on October 9.

This would automatically mean that October 19 would be Polling Day.

The newspapers continue to give prominence to election talk.

Contradictory Reports.

There are contradictory reports regarding a meeting last night between the representatives of the banks and the Prime Minister, after which the Cabinet sat until 9.30 p.m.

On the one hand, it is stated that the bankers asked for a definite announcement that there would be no election at present, at least until the present danger of sterling is past. On the other hand, it is stated that the bankers' interview was concerned solely with precautions to safeguard the pound during the election, and that a Government announcement of a national appeal is most likely to be made in the next few days.

Undesirable Effect.

[BRITISH WIRELESS SERVICE.]

RUSSY, Sept. 17. The attention of the Press has turned recently from the financial crisis, more or less terminated by the balancing of the budget, to the possibility of an early appeal to the country, and various political combinations have been discussed.

In Government circles, the feeling is understood to be that suggestions of an early election are calculated to have an exciting and undesirable effect on both the political and financial situations.

The fact is that members of the Cabinet and the Government have all their energies bent on the immediate task of the re-establishment of complete confidence.

Statements as to the personal attitudes of members of the Government are based entirely upon speculation.

The Cabinet Sub-Committee, on which the three parties are represented, is known to be making the most careful survey in connection with the problem of redressing the adverse trade balance, and every suggestion that has been put forward is being studied.

(Continued on next column.)

PEACE TALK IN
CANTON.BUT CHIANG KAI SHEK
MUST RETIRE.

(FROM OUR OWN CORRESPONDENT.)

Canton, Sept. 18. In spite of the fighting, though of a minor nature, that has been going on in the vicinity of Hongchow, in Hunan, where the opposing forces are converging, talk of peace and a possible amicable settlement of the Canton-Nanking dispute is still mooted in official circles here. The strange fact is that neither Nanking nor Canton has openly declared war.

Yesterday the Canton Government was in receipt of an urgent telegram from Messrs. Wu Teh Cheng, Chang Chi and Li Shih Tsung, all prominent leaders of the Kuomintang in Peiping, deploring its military activities and war-like preparations. The message called attention to the disastrous floods and famine in Central China and all the horrors they were bringing. Tens of thousands of people have perished and millions more are facing starvation as a result of these calamities. The Canton authorities are urged to stop fighting at once and devote their time and energy to the relief of the countless dying millions in Central China. The local authorities are strongly urged to consider these matters.

The Canton Government has denied that it is launching an offensive against Nanking, declaring that unless Chiang Kai Shek withdraws no attempt will be made to fight Nanking. The recent war preparations are purely for defensive purposes. Peace can only be realized upon the retirement of Chiang Kai Shek, the reply concluded.

Withdrawal of Canton Troops.

(Wah Tsai Yat Pao.)

Canton, Sept. 18. The Cantonese troops under the divisional commander, Yu Hui Mow and Li Yang King, are withdrawing to Northern Kwangtung from Hunan and will take up their normal garrison quarters along the North River.

Kwangtung troops who have advanced into Hunan are also withdrawing.

CHIANG LEAVES FOR
THE FRONT.TO DIRECT OPERATIONS
IN HUNAN.

[THROUGH REUTER'S AGENCY.]

NANKING, Sept. 18. Chiang Kai Shek left for Hankow this morning, aboard the gunboat Yeh Soeh, to direct military operations in Hunan. Chiang Kai Shek may stop at Kiukiang.

MYSTERY NOT ALL
CLEARED UP.ADMIRAL BYRD TO REVISIT
ANTARCTIC.

Boston, Mass., Sept. 13.—Admiral Richard Byrd, famous for his explorations in the Antarctic, especially by means of aeroplanes, announced to-day that he will shortly conduct another expedition to the Antarctic as there is still "a considerable amount of mystery down there."

Admiral Byrd, however, will not divulge his plans to the Press, although detailed preparations for the expedition have already been made.

Lords' Debate.

The House of Lords, which adjourned on September 8 till to-day, this afternoon discussed a motion proposed by Lord Melchett, approving the action of the Government in setting up a committee of the Cabinet to inquire into the methods of balancing the trade exchange.

Lord Melchett said the adverse balance of trade demanded urgent attention and while advocating a tariff as a part of the reorganization of the whole basis of the national industrial system, he emphasized that a general election should be avoided at all costs.

After a short debate, in which members of the Labour opposition did not take part, Lord Peel, the Lord Privy Seal, replying for the Government, said he understood the objections to a general election, but was not in a position to make any statement.

The Government had balanced the budget and foreign countries were impressed by the vigour with which the problem had been tackled and the spirit in which all classes were ready to make sacrifices. The Government would not run away from its responsibilities. He stated that the sub-committee of the Cabinet studying the problem of the trade balance was hard at work.

Sports News

LAWN BOWLS.

THREE PLAYERS AMONG THE LAST EIGHT.

KOWLOON DOCK AND POLICE SKIPS.

Three players entered the list of the last eight in the Open Singles Championship, as the result of second round ties played in mid-week, the successful players being all League skips.

J. C. West, the Police skip, eliminated A. C. Burford (Kowloon C.C.) without difficulty, but F. C. Cullen and R. Lapsley (both of Kowloon Dock) had a long struggle and eventually accounted for A. H. Oswick (Civil Service) and H. Overy (Kowloon C.C.) respectively, both games leaving no winner in doubt until almost the end. The detailed scores are appended.

Heads.	Shots	Total	Shots	Total
1. J. C. West	1	1	—	—
2. A. C. Burford	2	3	—	—
3. F. C. Cullen	3	3	1	1
4. R. Lapsley	4	4	—	—
5. A. H. Oswick	5	6	1	1
6. H. Overy	6	6	1	1
7. J. C. West	7	9	—	—
8. A. C. Burford	8	10	—	—
9. F. C. Cullen	9	10	1	1
10. R. Lapsley	10	11	—	—
11. A. H. Oswick	11	12	—	—
12. H. Overy	12	12	1	1
13. J. C. West	13	13	—	—
14. A. C. Burford	14	13	—	—
15. F. C. Cullen	15	15	—	—
16. R. Lapsley	16	16	—	—
17. A. H. Oswick	17	16	—	—
18. H. Overy	18	17	—	—
19. J. C. West	19	20	—	—
20. A. C. Burford	20	22	—	—

Heads.	Shots	Total	Shots	Total
1. J. C. West	1	2	—	—
2. A. C. Burford	2	2	—	—
3. F. C. Cullen	3	4	—	—
4. R. Lapsley	4	4	3	3
5. A. H. Oswick	5	5	—	—
6. H. Overy	6	6	—	—
7. J. C. West	7	7	—	—
8. A. C. Burford	8	7	1	1
9. F. C. Cullen	9	10	—	—
10. R. Lapsley	10	11	—	—
11. A. H. Oswick	11	14	—	—
12. H. Overy	12	14	1	1
13. J. C. West	13	14	—	—
14. A. C. Burford	14	14	—	—
15. F. C. Cullen	15	14	—	—
16. R. Lapsley	16	15	—	—
17. A. H. Oswick	17	15	—	—
18. H. Overy	18	17	—	—
19. J. C. West	19	20	—	—
20. A. C. Burford	20	20	—	—

Heads.	Shots	Total	Shots	Total
1. J. C. West	1	1	—	—
2. A. C. Burford	2	1	—	—
3. F. C. Cullen	3	1	—	—
4. R. Lapsley	4	1	—	—
5. A. H. Oswick	5	1	—	—
6. H. Overy	6	1	—	—
7. J. C. West	7	1	—	—
8. A. C. Burford	8	1	—	—
9. F. C. Cullen	9	1	—	—
10. R. Lapsley	10	1	—	—
11. A. H. Oswick	11	1	—	—
12. H. Overy	12	1	—	—
13. J. C. West	13	1	—	—
14. A. C. Burford	14	1	—	—
15. F. C. Cullen	15	1	—	—
16. R. Lapsley	16	1	—	—
17. A. H. Oswick	17	1	—	—
18. H. Overy	18	1	—	—
19. J. C. West	19	1	—	—
20. A. C. Burford	20	1	—	—

Lapsley v. Overy.

Heads.	Shots	Total	Shots	Total
1. J. C. West	1	1	—	—
2. A. C. Burford	2	1	—	—
3. F. C. Cullen	3	1	—	—
4. R. Lapsley	4	1	—	—
5. A. H. Oswick	5	1	—	—
6. H. Overy	6	1	—	—
7. J. C. West	7	1	—	—
8. A. C. Burford	8	1	—	—
9. F. C. Cullen	9	1	—	—
10. R. Lapsley	10	1	—	—
11. A. H. Oswick	11	1	—	—
12. H. Overy	12	1	—	—
13. J. C. West	13	1	—	—
14. A. C. Burford	14	1	—	—
15. F. C. Cullen	15	1	—	—
16. R. Lapsley	16	1	—	—
17. A. H. Oswick	17	1	—	—
18. H. Overy	18	1	—	—
19. J. C. West	19	1	—	—
20. A. C. Burford	20	1	—	—

LEAGUE MATCHES.

TWO SECOND DIVISION GAMES TO-DAY.

There are two junior games in the League, which were postponed during the season, due for play to-day. The Civil Service juniors remain at home, to entertain Kowloon C.C., while the Electric R.C. team will be the guests at the Yacht Club.

The Electric R.C. team will be V. Sorby, R. C. Butler, S. Deacon and W. B. Musket (Skip); A. T. Tarbuck, D. S. Hill, C. E. Gahagan and A. P. Paul (Skip); J. Sloan, G. Thomson, G. T. Padgett and J. P. Lunny (Skip).

HOME FOOTBALL.

ENGLISH AND SCOTTISH LEAGUES.

TO-DAY'S PROGRAMME.

The following are the football fixtures for to-day in the English and Scottish Leagues:—

Division I.	
Birmingham v. Sheffield U.	
Bolton v. Middlesbrough	
Chelsea v. Aston Villa	
Derby v. Portsmouth	
Grimaby v. Leicester	
Liverpool v. Everton	
Manchester C. v. Arsenal	
Wednesday v. Huddersfield	
Sunderland v. Blackburn	
West Brom. v. Newcastle	

Division II.	
Bradford C. v. Bristol C.	
Burnley v. Wolves	
Chesterfield v. Bradford	
Leeds v. Plymouth	
Millwall v. Oldham	
Notts Forest v. Manchester U.	
Port Vale v. Bury	
Preston N.E. v. Charlton	
Southampton v. Stoke	
Swansea v. Notts C.	
Tottenham v. Barnsley	

Division III. (South).	
Bournemouth v. Crystal P.	
Bristol R. v. Mansfield	
Cardiff v. Fulham	
Clapton O. v. Norwich	
Coventry v. Exeter	
Gillingham v. Brentford	
Luton v. Thames	
Northampton v. Southend	
Queen's P.R. v. Watford	
Swindon v. Reading	
Torquay U. v. Brighton	

Division III. (North).	
Accrington v. York	
Carlisle v. Doncaster	
Crewe v. Rochdale	
Darlington v. Wigan	
Gateshead v. Lincoln	
Halifax v. Hartlepool	
New Brighton v. Hull	
Rotherham v. Barrow	
Stockport v. Tranmere	
Walsall v. Chester	
Wrexham v. Southport	

SCOTTISH LEAGUE.

Aberdeen v. Ayr	
Clyde v. Motherwell	
Dundee U. v. St. Mirren	
Falkirk v. Third Lanark	
Hamilton v. Partick	
Kilmarnock v. Cowdenbeath	
Leith v. Dundee	
Morton v. Celtic	
Queen's Park v. Hearts	
Rangers v. Airdrie	

ENGLISH LEAGUE.

RESULT.

THAMES DEFEATED.

(THROUGH REUTER'S AGENT.)

London, Sept. 17. Playing in a Division III. (South) English League fixture to-day, Thames, were beaten on their own ground. The visitors, Southend United, scored three goals to one.

FANLING GOLF.

STARTING TIMES FOR TO-MORROW.

9.20 a.m.	E. B. Gammel and R. H. Griffiths
9.24	E. P. White and H. H. Mundy
9.28	I. H. Geare and J. R. MacFarlane
9.32	Capt. Anderson and O. Eager
9.36	D. J. Gilmore and R. H. Hepburn
9.40	A. D. Humphreys and T. S. Whyte-Smith
9.44	G. T. May and H. J. Buxton
9.48	E. R. West and O. J. Evans
9.52	A. Leach and W. R. Vailance
9.56	E. T. E. Nash and G. E. Bond
10.00	W. C. Haley and W. O. Harris
10.04	J. E. Richardson and H. M. Wood
10.08	A. J. R. Wolf and H. Lowe
10.12	Alan Reid and D. S. Robb
10.16	H. W. Dullay and I. M. Allison

LEAGUE TENNIS.

CHAMPIONSHIP HONOURS FOR CHINESE.

By defeating the University in their last match of the season on Wednesday, K.C.C. retained the "B" Shield for another season.

Kowloon Cricket Club played matches in both "A" and "B" Divisions of the tennis league on Thursday winning and losing one each. In each case their opponents were the M.B.K.

The seniors match resulted in the K.C.C. winning by the odd set, but the "B" Division team proved no match and lost seven sets to two. Scores:—

E. C. and E. F. Fincher (K.C.C.)	beat Honda and Akiyama 6-3; beat Hachiuma and Yama 6-2; beat Imura and Fujimori 6-1.
Guest and Millard (K.C.C.)	lost to Honda and Akiyama 3-5; beat Hachiuma and Yama 6-1; lost to Imura and Fujimori 3-6.
Grose and Hyde (K.C.C.)	lost to Honda and Akiyama 5-7; lost to Hachiuma and Yama 4-6; lost to Imura and Fujimori 5-7.

"B" Division.	
Hambly and Zimmerman (K.C.C.)	lost to Fukushima and Matsuo 3-6
lost to Fukushima and Matsuo 3-6	
draw with Nakamura and Johchi 6-6	
lost to Edo and Niki 6-3	
Brown and Skinner (K.C.C.)	lost to Fukushima and Matsuo 3-6
lost to Fukushima and Matsuo 3-6	
draw with Nakamura and Johchi 6-6	
lost to Edo and Niki 6-3	

CHINESE R.C. WIN CHAMPIONSHIP.

The Chinese Recreation Club on Wednesday defeated the University in their last match of the league tennis season, thus winning the "B" Division championship of the league.

The University could only secure two of the nine sets, the scores being:—

(C.R.C.) beat D. J. N. Anderson
 and Y. F. Chew 7-5; beat G. E.
 Yeoh and Y. K. Ng 7-5; beat F.
 Y. Khoo and T. K. Lien 6-2
 W. C. Hung and Chiu Chun-
 chiu (C.R.C.) beat Anderson and
 Chew 8-4; beat Yeoh and Ng 6-3;
 beat Khoo and Lien 6-2.
 H. Lo and Lu Tak-cheuk
 (C.R.C.) beat Anderson and Chew
 6-0; lost to Yeoh and Ng 5-7; lost
 to Khoo and Lien 3-6.

INTERPORT TENNIS.

THE FINAL SELECTIONS.

The Hon. Secretary of the Lawn Tennis Association announced yesterday that the final composition of the Hong Kong Interport team had been made.

The men's side will be:—M. W. Lo (Captain), E. C. Fischer, Ho Ka-lau, Yew Man-kit.

The ladies will be represented by:—Mrs. R. E. Tottenham, Miss Enid Lo, Mrs. Kearny, Mrs. James.

The team, which will be accompanied by several local tennis enthusiasts, leaves Hong Kong for Shanghai on September 20, on board the a.s. President Hoover.

HOCKEY SEASON COMMENCES.

Y.M.C.A. SECONDS GO DOWN TO R.S.C.

The Y.M.C.A. second eleven opened their hockey season at King's Park on Thursday when they were beaten by the Radio Sports Club by four goals to nil. The R.S.C. were much the superior team and got all their goals in the first half. The game lost a good deal of interest in the second-half when the Radio players seemed content to rest on their laurels.

The close passing tactics of the Radio forwards played havoc with the Y.M.C.A. defence and the hard and accurate hitting of the visiting links kept their forwards will in check.

Gilchrist played a very good game at centre-half and was largely responsible for the many dangerous raids on the "Y" goal. For the Y.M.C.A. T. S. W. Smith and H. H. Muller were prominent for some good work but their efforts were wasted on account of lack of support from the rest of the team.

Radio S.C. 4
Y.M.C.A. 0
The Y.M.C.A. were represented by the following:—C. D. Skinner, A. Tote, P. S. W. Smith, S. A. Sweet, R. A. Bates (captain), G. Mitchell, J. J. Ferguson, A. H. Brown, H. H. Smith, L. Macey, and H. H. Muller.

BIG HAUL OF OPIUM.

BOATWOMAN GIVEN A YEAR'S HARD LABOUR.

BOAT AND CONTRABAND CONFISCATED.

Charges of possession of 5,000 lbs. of non-Government prepared opium were preferred against Pang Yung Tai, 32, mistress of boat No. A2128V, and four boatmen of the same vessel before Mr. Fraser at Kowloon Magistrate's yesterday when Mr. H. C. Lee, who appeared for the defence, pleaded "not guilty" on behalf of the defendants. After the case for the prosecution had been given, however, Mr. Lee asked leave to alter his plea to one of "guilty" as far as the first defendant was concerned. This was allowed.

Sub-Inspector Elston, who prosecuted, in outlining the case, said that about 5.30 a.m. on September 12, Sergeant Jessop stopped the defendants' sampans in the central fairway and after investigation, took them under arrest. Two suitcases and two camphor wood boxes, found on board, were taken into custody.

1,013 Tins of Opium.
Sergeant Jessop gave corroborative evidence, adding that when he arrested the woman, he stated that she was engaged by a man to take the luggage to a German vessel which was lying at anchor in the harbour. After a Chinese seaman had given evidence bearing out the sergeant's story, Inspector Elston went into the witness-box where he told the Court that he subsequently opened the boxes and cases and found that they contained opium. There were altogether 1,013 tins of the contraband.

It was at this stage that Mr. Lee asked the Magistrate for leave to alter his plea in regard to the first defendant. He also asked the Magistrate to deal with her leniently, saying that she had been the victim of a man who wanted her to convey the boxes to the steamer. She was given a year's hard labour while the other four defendants were discharged.

On the application of Inspector Elston, the Court made an order for the confiscation of the boat and the opium.

OVERCROWDED HOUSES.

LIPSTICK AS THE ONLY LUXURY IN RUSSIA.

London, August 6.—The Marquess of Lethian gave his experiences of Russia to the members of the Liberal Summer School at Cambridge yesterday.

Russia he described as literally a country standing on its head according to the accepted views of Western civilization. Moscow and Leningrad were full of fine houses, every one of which was filled to the brim with proletariat, four or five to a room.

The Park of Rest and Culture was one of the most astonishing places he had ever seen. It was a combination of the proletariat and the University and Blackpool. Near the entrance were great buildings full of what were regarded as valuable educational matters—broadly speaking Communist propaganda. Beyond that were shooting galleries, with representations of Sir Austin Chamberlain and M. Poincaré to shoot at, swings and circuses. Further on people bathed in varying degrees of nudity.

Almost the only luxury obtainable in Russia was lipstick. Silk stockings were regarded with envious eyes by the peasant women.

The Communist religion, convinced that it could create a heaven for humanity in this world, had no mercy for its opponents. The OGPU was an uncontrolled body which had no Courts. People were tapped on the shoulder and disappeared. They might come back or they might not.

There were no such things as freedom of the Press in Russia, nor were there any of things which we called freedom at all.

PING PONG LEAGUE.

MEN'S SINGLES CHAMPIONSHIP.

Further matches in the above tourney have been scheduled to take place, as follows:—
Sept. 22. Leung Pui Wah v. Chan Ying Ding (Fukien Athletic).
Sept. 23. Lui Wai Hung v. Siu Sui Ching (Eastern Athletic).
Sept. 24. Cheng Kwok Wing v. Chui Kok Cheung (Confucian Association).
Sept. 25. So Pui Yip v. Siu Siu Nang (Confucian Association).
Sept. 26. C. M. Xavier v. Siu Sik Chuen (South China Athletic).

CUT IN GRAMOPHONE RECORDS.

ALL-ROUND REDUCTIONS.

The leading gramophone companies announce an agreed policy of reduction in the price of records, commencing with Tuesday, Sept. 1. The scale of reduction averages out at 1s. or 6d. each, but more is conceded in the case of what are known as "Celebrity" discs.

Thus, "Celebrity" records priced at 6s. 6d. and 6s., are to be retailed at 6s. and 4s., respectively, 3s. 6d. varieties are to be sold at half a crown, and half-crown discs at 1s. 6d. Jack Hylton and Jack Payne records, now listed at 3s., will be reduced to 2s. 6d.

Outside the "Celebrity" category, the high-priced classical main-tain more of their former standard. For instance, the prices of orchestral and other records at 6s. 6d. and 4s. 6d. are to be lowered by 6d.

Mr. Alfred Clarke, managing director of the "H.M.V." Company, said:—"The policy is one of definite agreement among the various companies, and is in pursuance of the line that has been taken all along. It is not generally realised, perhaps, that we are one of the very few industries that are selling first-class goods at prices lower than our rivals. It has always been our policy to get things down to levels as cheap as possible, so as to extend British business."

"It now happens that raw materials have gone down pretty drastically, and we have seized this opportunity accordingly in order to put prices lower than ever so as to stimulate business. We could have appropriate the resulting profits due to this drop in raw materials, but we believe that by this present step we shall extend the market, and make records of good calibre more popular than ever."

SUBMARINE DRAMA AS FILM.

O.P.O. WILLIS ASSISTS.

Elstree.—"There's something wrong, Chief—I can't hear anything in my oxygen apparatus."

That's all right, son; you can't hear anything in mine, either.

Chief Petty Officer Patrick Willis listened with a smile to the words which must have reminded him vividly of his ordeal in the sunken Posidon three months ago.

They were spoken by two men standing up to their necks in water in the interior of a "submarine" specially constructed at the British International Pictures studio here for a forthcoming film.

"Are those the words that actually passed?" a reporter whispered to Mr. Willis as he continued to watch keenly the pseudo-Willis (Mr. Sydney Seaward) and his shipmates.

"Yes—more or less," he said. "Did you call him 'son' when you reassured him?"

"Well, no, hardly," laughed Mr. Willis.

We watched for some time Mr. Chang Fat, playing the part of "Ah Hai," the steward, under-going repeated duckings and being "instructed" in the use of his oxygen apparatus by another of the "imprisoned" sailors, while cameramen in bathing costumes skirmished about.

CHURCH NOTICES.

ST. JOHN'S CATHEDRAL,
HONG KONG.

SEPTEMBER 20, 1931, 10th Sunday after Trinity.—
Holy Communion at 8 a.m.
Holy Communion (Peak Church) at 8 a.m.
Children's Service at 10 a.m.
Matins and Sermon at 11 a.m.
Preacher:—Right Rev. John Hind, D.D., Bishop in Fuzhou.
Holy Communion at 12.15 p.m.
Evening at 6 p.m.
Preacher:—Right Rev. B. W. K. Mowll, D.D., Bishop of Western China.

FIRST CHURCH OF CHRIST,
SCIENTIST.

(Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.)
MACDONNELL ROAD, BELOW BOWEN ROAD TRAM STATION.
SUNDAY SERVICES, September 20, 1931, at 11.15 a.m.—
Subject:—MATTER.

The Sunday School is held on Sunday Mornings at 10 o'clock.
Wednesday Evening Meeting at 6.00 p.m.
Reading Room at above address, open—Tuesday and Friday, 10 a.m. to 12 Noon. Monday and Thursday, 3.30 to 7 p.m.
The Public is cordially invited to attend the services and visit the Reading Room.

UNION CHURCH,
(KENNEDY ROAD).

SUNDAY SERVICES on Sept. 20, 1931.—
Morning Service at 11 a.m. (Broadcast).
Evening Service at 6 p.m.
Sunday School—
Kennedy Road at 10 a.m.
Social Hour after Evening Service.
Preacher:—Rev. E. G. Powell.

ST. ANDREW'S CHURCH,
KOWLOON.

SEPTEMBER 20, 1931, 10th Sunday after Trinity.—
8.15 a.m.—Holy Communion.
10.00 a.m.—Young People's Service.
Primary Sunday School.
11.00 a.m.—Service for Scouts and Guides.
Preacher:—Rev. G. T. Waldegrave, M.A.
6.00 p.m.—Evening Prayer and Sermon.
Preacher:—Right Rev. J. Curtis, D.D., Bishop in Cuckinag.

WESLEYAN METHODIST
CHURCH, WANCHAI.

(Opposite Royal Naval Hospital, Queen's Road, East).
SUNDAY, September 20, 1931.—
Morning Service at 10.15 a.m.
Evening Service at 6.00 p.m.
Preacher at both Services:—Rev. E. A. Bastin of Sackhor.
At the Sailors' and Soldiers' Home, Wanchai, at 8.15 p.m.—Service Men's Hour in the Lounge.
A Hearty Welcome to All.

GERMAN WORKLESS TO
REACH 7,000,000?

PUBLIC KITCHEN PLAN.

Berlin.—A large proportion of Germany's population will be in distress in the coming winter, it is predicted. The total of unemployed is expected to increase to 7,000,000. Since the State will be unable to grant relief to the extent required, the Reich Union of German industry has appealed to its members to open everywhere public kitchens where cheap meals will be provided for those who need them. For this purpose collections are to be made throughout Germany.

Miscellaneous.—Hong Kong Amusements (old) have come into fair demand at \$27. Entertainment (old) at the close are asked for at \$16. South China Enterprises were dealt in at \$11. Construction, "Sun Rights," were negotiated at \$14.40/55. The rights have been the medium of sales at \$2.55 and \$2.70, but the demand appears to have been satisfied.

Cotton Mills.—At the close of business it has to be recorded that Cotton shares have attracted considerable attention during the week, and two, after opening with buying at \$15.30, have been dealt in in large quantities at rates ranging from the price named to \$15.15.35, and they close in strong demand at \$15.16. Shanghai Cottons have also appreciated and close with buyers at \$10.00. Zoong Sings are likewise in request at \$14.12.

HONG KONG STOCK
EXCHANGE

WEEKLY SHARE REPORT.

HONG KONG, Sept. 18.

Continuing the upward trend in prices for Investment Stocks which closed the last review of this market, the past week has shown rates to have been well maintained, particularly in Banks, Insurance, and Wharves, Lands, Electrics, and Trams, all of which close in steady demand. Speculative stocks, such as China Lights, Coments, Realities, Hotels and Constructions, have remained buoyant throughout, and all of the above-named end the period in demand at slightly improved quotations, and it is difficult to predict any abatement of their attractiveness for investors and speculators. A feature of the week has been the return of Whampoa Docks to prominence. After a protracted spell of stagnation this stock was resuscitated at the outset and at the close buyers prevail at an enhanced rate.

Banks.—Hong Kong and Shanghai Banks, which have slightly fluctuated in London, close there at 297 (Middle), and have changed hands locally at \$2.04/2.045, and continue in demand at the former rate.

Insurance.—Cantons were done at \$1.525, but have since risen to \$1.545, at which rate they terminate the period in demand. Unions were booked up to \$500, and are still in request but at the reduced rate of \$355. Hong Kong Fire, after a period of inactivity, came in for attention at the outset at \$1.485, and now close with buyers at this figure. Underwriters have not shown much animation, and after sales at \$6.20 close nominal at this rate.

Shipping.—Doughlasses have continued rather flat at \$24. Hong Kong Steamboats have also lacked attention and the rate is \$293 nominal. Waterbents have been in demand at \$293, with sales reported at \$281.

Mining.—Bengues are a trifle firmer with business reported at \$11.20. Raubs continue in request at \$41; Venezuela Goldfields are still on offer at \$21. Shells (Bever) have further receded to 35/6 nominal.

Docks, Wharves, Godowns, &c.—Kowloon Wharves have again exhibited activity, but the quotation of \$161 has remained steady throughout, and at the close the demand continues at the rate named. Whampoa Docks, after having been neglected for some time, have returned to favour and are now \$29, but shares are difficult to obtain at this quotation. South China Motors "B" shares have been in request at \$10.85, but business has not been reported. Providents (old), which have been the medium of sales at \$8, close in demand at \$8.40. The new shares were placed at \$3.20.

Lands, Hotels and Buildings.—Hong Kong and Shanghai Hotels (old) showed an upward tendency for the greater part of the week and were done at rates ranging from \$17 to \$17.4, but close easier with sellers at \$17.40. The new shares were transacted at from \$16.40 to \$16.65. Hong Kong Lands have been a steady market throughout the session, and business has been done at \$90 and \$91, closing in demand at the higher figure. Humphreys' Estates (old) have declined to a buying quotation of \$22. Hong Kong Realities have been the centre of attraction around about \$17.35, but shares can now be obtained at \$17.40. Shanghai Lands are \$14.43 nominal.

Public Utilities.—Hong Kong Tramways have risen from \$22 at the beginning of the week to \$22.25 at the close of the period and close in strong demand at the advanced rate of \$22. Peak Tram (old) have receded to a nominal quotation of \$14, while the new shares are wanted at \$6.35. Star Ferries have changed hands at \$90 and close in demand at \$91. China Lights were firm at the outset and sales were made up to \$30, but a reaction set in at the middle of the week, when shares were sold at \$29. The market, however, rallied towards the close and buyers prevail at \$29. Hong Kong Electrics, after sales at \$22, have advanced to a buying rate of \$23. Telephones (fully paid) were quiet until near the close, when a demand set in at \$44. The part paid shares, which were put through at \$35 and \$35.5, closed easier at \$34. Canton Gas close nominal at \$1.90. Coments (combined) are now in fair demand and considerable business has been put through at \$30.60 and \$30.70, and at the former rate they close in request. Ropes have been neglected and remain nominal at \$21.

Stores, &c.—Dairy Farms, which were dealt in at the beginning of the week at \$331, eased off to \$321. Watsons have recovered to a buying quotation of \$17.20. Lane Crawfords have been more or less neglected at \$9.20 for the old and \$9 for the new shares. Other stocks in this division call for no comment.

(Continued on previous column.)

H.K. AND CANTON ICE
MFG. CO.

DIVIDEND OF 20 CENTS.

Subject to audit, the Directors of the Hong Kong and Canton Ice Manufacturing Co., Ltd., will recommend payment of a dividend of 20 cents per share for the year ending July 31 last. The profit for the year, after providing for depreciation on building, machinery, etc., to the extent of \$12,785.58, amounts to \$8,008.07, to which is to be added \$7,595.57 brought forward from last year's accounts, making a total of \$15,603.64, of which \$8,000 is required for dividends, leaving \$7,603.64 to carry forward.

GERMAN BARON WHO
JOINED A CIRCUS.

DEATH OF VETERAN OF '80.

Berlin, August 25.—The remarkable career of a man who was once adjutant of the father of the former Kaiser, and later a circus showman, has just been closed by the death at the age of 83 of Baron von Creyts-Altenburg in an apartment house in Berlin, in which he had been living in poor circumstances.

Baron Creyts is one of the last of the surviving officers of the First Dragon Guards, who, in the Franco-Prussian war made the "famous death dash" in the battle of Mars-La-Tour on August 16, 1870, which decided the battle in favour of the Germans.

After the war, von Creyts became adjutant of the Crown Prince Frederick, but had to leave the service because of his "too candid" opinions about a member of the Imperial family.

He became an enthusiastic trainer of dogs, and published several books, the best known being "The Dog in the Service of the Army."

To the disgust of his noble family Baron Creyts then travelled with the famous circus Renz, and the lion tamer Karl Markel in Europe.

In his last years he had to live on 24 a month, for his family did not want to have anything to do with a vagabond.

FIVE-YEAR PLAN FOR THE
WORLD.

Amsterdam, August 25.—A "five-year world prosperity plan" was proposed to the World Social Economic Congress here to-day by Dr. Lewis L. Lorwin, of the Institute of Economics, Brookings Institution, Washington.

Dr. Lorwin urged that henceforth national economic policy must be shaped and directed with a view to its effect on world economy.

There should, he thought, be a general five years' moratorium on all war debts and reparation payments and a series of international loans carried out through the co-operation of the chief lending countries and devised in such a way as to promote productive resources and stimulate world purchasing power.

This, he added, might be done through a world industrial bank similar to the International Mortgage Bank.

Finally, he urged the establishment of a "World Planning Board," either as a part of the League of Nations or as an independent body of experts.

Among those taking part in the discussion was Mr. Gerald Barry, Editor of the *Week-End Review*.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

Rugby, September 17.	
Paris	123.00
New York	4.88
Brussels	34.04
Geneva	24.03
Amsterdam	12.04
Milan	92.90
Berlin	20.50
Stockholm	18.10
Copenhagen	18.18
Oslo	18.17
Vienna	34.59
Prague	10.4
Helsingfors	10.3
Madrid	53.05
Lisbon	110
Athens	375
Bucharest	817
Rio	3
Buenos Aires	29
Montevideo	21
Bombay	1/2
Shanghai	1/2
Hong Kong	1/2
Yokohama	2/13/38
Silver	
Spot	121
Forward	13

WEEK-END RADIO
PROGRAMMES.BROADCAST BY Z.B.W. ON
355 METRES.

DANCE MUSIC TO-NIGHT.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Local time and weather report.
1.30 p.m.—Rugby Press news, mail notice, etc.
3 p.m.—Close down.
4 to 7 p.m.—Chinese programme, gramme of Columbia records supplied by Messrs. Anderson Music Co.
7 p.m.—Mail notice, etc.
7.30 to 7.31 p.m.—

Variety.

Band—"Tondoleys."
Band—"Mother Goose Parade."
Debroy Somers Band.—658.
Entertainer—"In My Young Days."
Entertainer—"The Nut Brown Ale of England."
Ernest Hastings at the Piano.—642.
Instrumental—"Lonesome Little Doll."
Instrumental—"Ragamuffin."
Rudy Starita (Xylophone), Lita Filla (Guitar), Van Phillips (Saxophone) and Sid Bright (Piano).—644.
Humorous Song—"The Man Who Broke the Bank at Monte Carlo."
Humorous Song—"Two Lovely Black Eyes."—Charles Coburn.—605.
7.31 to 7.49 p.m.—

Operatic.

Song—"Andrea Chenier—La Mamma Morta" (Giodano).—Iva Pacetti (Soprano).—LXII.
Orchestral—"Rhinegold—Entry of the Gods" (Wagner).—The Bayreuth Festival Orchestra.—L2016.
Vocal Duet—"Rigoletto"—Act I, Scene 2 (Verdi).—Carlo Galeffi and Ernesto Dominici.—L2358.
8 p.m.—Local time and weather report.

7.49 to 8.10 p.m.—Trio for Piano, "Obce and Bassoon" (Poulenc).—F. Poulenc (Piano) and U. Lamerlette (Obce) and U. Dherin (Bassoon).
1st Movement—"Presto."
2nd Movement—"Andante."
3rd Movement—"Rondo"—L2224.
8.10 to 8.46 p.m.—

Orchestral.

"Brigg Fair—An English Rhapsody" (Delius).—Sir Thomas Beecham and his Symphony Orch.—L2284/L2285.
"The Gipsy Baron"—Overture (Johann Strauss).—Bruno Walter and the Symphony Orch.—L2352.
"Oberon Overture" (Weber).—Willem Mengelberg and his Concertgebouw Orch.—L2312.
8.46 to 9.30 p.m.—

A Concert.

Song—"Romance" (Rubinstein).
Song—"Come to Me, O Beloved" (Bassani-Malpiero).—Sophie Braslau (Contralto).—L2284.
Cello Solo—"Andante Religiosa" (Thomas).
Cello Solo—"Melodie" (Gluck-Squire).—W. H. Squire.—L2060.
Song—"Tom Der Reimer" (Loewe).—Ivar Anderson (Bass).—L2372.
Piano Solo—"Kinderszenen" (Scenes from Childhood) (Schumann).—Fanny Davies.—L2321/L2322.
9.30 to 11.30 p.m.—

Dance Music.

Fox Trot—"Say a Little Prayer for Me."
Fox Trot—"Out of Nowhere."
Fox Trot—"Just a Lei of Roses."
Fox Trot—"Honolulu Lou."
2408-D.
Fox Trot—"It's a Lonesome Old Town."
Fox Trot—"I Want You for Myself."
2402-D.
Fox Trot—"Figaro."
Waltz—"Cuckoo"—CB30.
Fox Trot—"Love for Sale."
Fox Trot—"99 Out of a Hundred Wanna Be Loved."
2400-D.
Fox Trot—"I'm Happy When You're Happy."
Fox Trot—"Were You Sincere?"
2403-D.
Fox Trot—"I Hate Myself."
Fox Trot—"We Can Live on Love."
2406-D.
Waltz—"Hush-a-Bye Baby."
Waltz—"I'll Always Be Dreaming of Mary."
CB38.

Fox Trot—"We'll be the Same."
Fox Trot—"I've Got Five Dollars."
2416-D.
Fox Trot—"Hikin' Down the Highway."
Fox Trot—"Do the New York."
2409-D.
Fox Trot—"Will You Wait a Year or Two?"
Fox Trot—"Twilight Dreams."
2375-D.
Fox Trot—"What's the Use?"
Fox Trot—"I Wonder How It Feels."
2364-D.
Waltz—"When the Organ Played at Twilight."
Waltz—"When I Look to the West."
2270-D.
Fox Trot—"My Blue Bird Was Caught in the Rain."
Fox Trot—"I Don't Mind Walkin' in the Rain."
2371-D.
Fox Trot—"Just a Little Dance Mam'zelle."
Fox Trot—"I Still Get a Thrill."
2386-D.
Fox Trot—"Loving You."
Waltz—"Just a Little While."
2315-D.
Fox Trot—"Confessin'."
Fox Trot—"Good Evenin'."
2349-D.
Fox Trot—"Sing 'Something Simple'."
Fox Trot—"If I'd Only Listened to You."
2390-D.
Fox Trot—"I'll be Blue Just Thinkin' of You."
Fox Trot—"Maybe It's Love."
2392-D.
Waltz—"The Kiss Waltz."
Waltz—"All Through the Night."
2387-D.
10.30 p.m. (approx.)—Rugby mid-day Press news.
11.30 p.m.—Close down.

SUNDAY.

11 a.m. to 12.15 p.m.—Relay of Union Church Service. Preacher: The Rev. Mr. E. G. Powell.

Order of Service.

Voluntary.
Hymn—"Praise to the Holies in the Height."
Invocation and Lord's Prayer.
Hymn—"As Pants the Hart for Cooling Streams."
Scripture Reading—Romans—Chapter 12.
Prayer.
Antiphon—"Send out Thy Light."
Offertory.
Offertory Prayer.
Hymn—"Rest of the Weary, Joy of the Sad."
Sermon—"The Remaking of Life."
Hymn—"Crown Him with Many Crowns."
National Anthem.
Benediction.

Voluntary.
12.15 p.m.—Chinese recorded programme.
1 p.m.—Local time and weather report.
2 p.m.—Close down.
3 to 10 p.m.—European programme of Victor records supplied by Messrs. Tsang Fook Piano Co.
8 p.m.—Local time and weather report.
8.04 to 8.33 p.m.—

Orchestral.

"Prelude in B Minor" (Bach).—Leopold Stokowski and the Philadelphia Orchestra.—7316.
"L'Arlesienne—Prelude" (Bizet).—Royal Opera Orch., Covent Garden.—9112.
"Don Juan" (Richard Strauss).—Symphony Orchestra under the direction of Albert Coates.—0114/0115.
8.35 to 8.33 p.m.—

Organ Solos.

"Chorale No. 3 in A Minor" (Franck).—Guy Weitz.—3648.
"Fugue in C Minor" (Bach).—Marcel Dupre.
"Fantasia in C Minor" (Bach).—Marcel Dupre.—9234.
8.35 to 10 p.m.—

A Concert.

Song—"How Beautiful Upon the Mountains" (Harkor).
Song—"The Holy City" (Wendy Adams).—Marion Talley (Soprano).—6818.
Violin Solo—"Slavonic Dance No. 3" (Dvorak-Kreisler).
Violin Solo—"Indian Lament" (Dvorak-Kreisler).—Fritz Kreisler.—7225.
Choral—"Hark! Hark, My Soul" (Faber-Smart).
Choral—"Sun of My Soul" (Kieble-Ritter).—St. Bartholomew's Choir.—2209.
Piano Solo—"Polonaise" (Chopin).—Ignace Jan Paderewski.—7391.
Chorus—"Cavalleria Rusticana—Let Us Sing Our Lord's Wonderful Story" (Mascagni).
Chorus—"Cavalleria Rusticana—Blossoms of Oranges" (Mascagni).—Metropolitan Opera Chorus.—0150.
Quartette—"Quartettentz in O Minor" (Schubert).—Budapest String Quartette.—8273.
Song—"Voice of the Night" (Lardini-de Curtis).
Song—"Santa Lucia, I Long for You" (Mario).—Beniamino Gigli (Tenor).—0225.
"String Simphonietta—Elegie" (Technikowsky).—The Philadelphia Chamber String Simphonietta.—4151.
10 p.m.—Close down.

BRITISH CODE OF HONOUR.

SCENE IN A CZECH HOTEL.

Carlsbad.—A scene has occurred in the most fashionable Carlsbad hotel, in which an English film actor, a former flying officer, his beautiful German fiancée, styled "The Queen of Fashion," and an Austrian Count, the son of a former Austrian Foreign Minister, were involved. It resulted in the Count being struck on the face and the Englishman, Capt. Charles Leven Lincoln, being acquitted by a court, with a reference by the judge to British laws of honour.

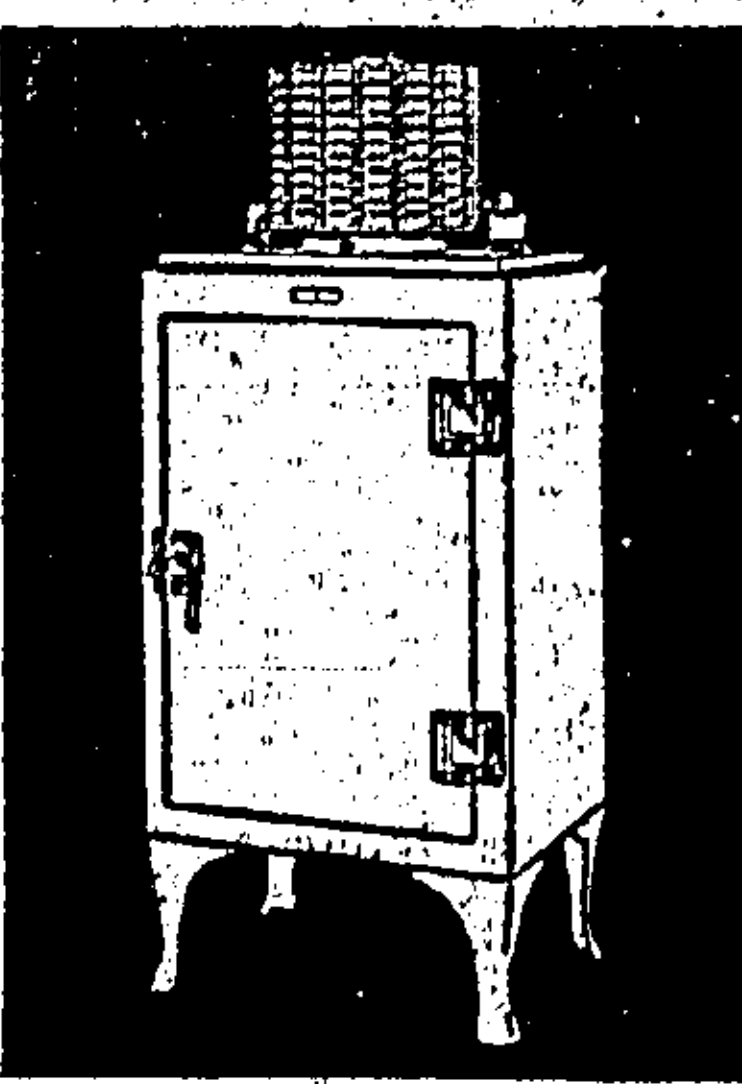
Capt. Leven Lincoln was sitting with his fiancée, Miss Hilde Zimmermann, when a note from Count Hans Czardin was handed to Miss Zimmermann, asking her to meet him. Capt. Leven Lincoln read the note, and as the Count had then disappeared, went to his home on the following morning. After an exchange of words he struck him under the eye.

The Count brought an action, but Capt. Leven Lincoln was found not guilty under the old Austrian penal code still valid in Czechoslovakia, by which a malicious motive is excluded when the accused acts under an irresistible impulse or self-defence. The judge said:—"It may be that in Berlin or Vienna some people exist who would not retaliate on such an offence, but the British captain was compelled to act in accordance with the unwritten laws of honour of Great Britain. If he had not done so he would have been considered a coward and an honourless individual by his countrymen."

Count Czardin's appeal is to come before the Appeal Court at Eger. Capt. Leven Lincoln's passport has been kept by the Carlsbad court.

DON'T WORRY ABOUT YOUR
DIGESTION.

As is well known to the medical profession, such ills as indigestion, gastritis, pain after eating, etc., are caused by dangerous acid products in the stomach, which set up a harmful condition of sourness. This gets worse and brings on other evils, so that the victim soon loses his or her good health and good looks! Take counsel from those who know—a little "Bisurated" Magnesia after meals will soon set you right and will keep you as "Bisurated" Magnesia neutralizes the acid products in the stomach, positively and in an instant. Stomach pain is out of the question where this remedy is employed, and experience tells the world around emphasizes that this is the supreme and unrivalled remedy for disorders of the digestion in young or old. It is proven harmless and reliable, and costs but little. Be sure you ask your chemist for "Bisurated" Magnesia.

3 YEAR GUARANTEE
2 YEAR EASY PAYMENT

AGAIN General Electric makes refrigeration history with its announcement of an unparalleled 3-Year Guarantee on the General Electric Monitor Top.

This—the broadest warranty ever offered with an electric refrigerator—means that for at least three years you are protected against service expenses on the mechanism of the Monitor Top.

General Electric offers you the widest range of refrigerating service—ice cubes, four different zones of temperature, sliding shelves that give easy access to all food, small operating and a score of other advantages.

WRITE OR CALL FOR FULL PARTICULARS

GENERAL ELECTRIC
ALL-STEEL REFRIGERATOR

On View at

Hong Kong Electric Company, Ltd.

General Electric Company (China), Ltd.

Andersen, Meyer & Company, Ltd.

DAVID HOUSE

2,719,376 UNEMPLOYED.

Registered unemployed in Britain on August 17 totalled 2,719,376 the highest ever recorded in the official returns.

This was 3,017 more than a week before, when the figures were the highest recorded up to then, and 701,419 more than a year ago. This is the fourth consecutive week that the returns have shown an increase. But the increases registered during the last three periods (July 27, August 10, and August 17), which have been 32,017, 1,009, and 5,017, each in turn brought the total to a record figure.

The total, on August 17 comprised 1,970,430 men, 75,222 boys, 613,388 women, and 60,330 girls. On June 3, 1929—the date of the first return published after the General Election—the number of registered unemployed was 1,100,125.

Unemployment showed a reduction of 332,000 during the last five months of the Conservative Government.

IN PRAISE OF BACCHUS.

WINE AS FOUNT OF HEALTH.

Paris—Some surprise has been caused among French school teachers at a circular issued by the Minister of Education urging them to instruct their pupils in the benefits of wine drinking.

While reminding them of the greater health value of wine over spirits, and of the necessity of inculcating the right taste from the beginning, the circular draws attention to the crisis in the vineyards and the Government's efforts to combat it by propaganda in favour of wine drinking.

It is pointed out that having formed the habit in early years of preferring good French wine to cocktails, gin, whiskey, or other foreign beverages, children will be all the stronger to resist temptation later.

As a help to this result it is suggested that in the writing exercises given to the class occasional references to the merits of Bacchus, such as abound in French literature, should be added to the usual maxims concerning the virtues of early rising, industry, and so forth.

CLEARANCE.

September 18.

Asphalion, for Miki.
Burma Maru, for Amoy.
Canton, for Haiphong.
City of Pittsburg, for Manila.
Cheongshing, for Canton.
Fulda, for Singapore.
Hague Maru, for Singapore.
Haiyang, for Amoy.
Kamona, for Canton.
Luchow, for Canton.
Nittaga Maru, for Canton.
Pongtong, for Saigon.
Rantan Pandjang, for Menado.
Sarpedon, for Shanghai.
Suzanna, for Canton.
Tocoma, for Manila.
Terukuni Maru, for London.

EXPECTED ARRIVALS AND MOVEMENTS.

Achilles due from Europe Oct. 12.
Aeneas due from North China ports Sept. 29.

Asama Maru due from Japan Sept. 25.
Asphalion due from Shanghai Oct. 11.

Athos II due from Saigon Sept. 29.
Atsuta Maru due from Japan Sept. 25.

Change due from Australia Oct. 9.
D'Artagnan due from Europe Oct. 13.

Dorflinger due from Europe Oct. 10.
Duisburg due from Japan Oct. 16.

Elpenor due from Europe Sept. 27.
Emp. of Asia due from Manila Sept. 23.

Emp. of Canada due from Vancouver Oct. 2.
Emp. of Russia due from Vancouver Oct. 14.

Fulda due from North China ports Sept. 12.
Gaelic Star due from Europe Sept. 23.

Glaucus due from Europe Oct. 5.
Gleniffer due from Europe Oct. 9.
Havel due from Europe Oct. 2.

Havelland due from Europe Sept. 30.
Hikawa Maru due from Japan Sept. 27.

Kalyan due from Japan Sept. 25.
Kashmir due from Europe Sept. 24.

Katori Maru arrived from Straits Sept. 18.
Menestheus due from Japan Oct. 5.

Nelus due from New York Oct. 13.
Ningchow due from Japan Sept. 25.

Patroclus due from Europe Oct. 16.
Perseus due from North China ports Oct. 13.

Portheos due from Japan Sept. 29.
Pres. Fillmore due from Shanghai Sept. 19.

Pres. Jefferson due from Japan Sept. 25.
Pres. Taft due from Manila Sept. 10.

Pyrrhus due from Europe Sept. 30.
Sauerland due from Europe Oct. 11.

Shinyo Maru arrived from Shanghai Sept. 18.
Soudan due from Formosa Sept. 19.

Terukuni Maru arrived from Shanghai Sept. 18.
Tjikarang arrived from Manila Sept. 18.

Tjilehot due from Amoy Sept. 20.
Trave due from Japan Oct. 6.

Trier due from Europe Sept. 24.
Tyndareus due from Vancouver Oct. 8.

Vogtland due from Japan Oct. 6.
Wine as fount of health.

GOODWOOD HOTEL.

53-57, QUEENSBOROUGH TERRACE, HYDE PARK, LONDON, W.2.

Two minutes Regent's Gardens, Baker and Baker.

HOT AND COLD RUNNING WATER.

GAS FIRES ALL BED ROOMS.

PASSENGER LIFT.

Noted for healthy position, quiet, cleanliness, excellent food and attendance.

Terms from 3 gns. per week, including four meals, bath, light and attendance from 12/6 daily. NO EXTRAS.

Resident Proprietors—Messrs. M. GODMAN.

Tariffs from DAILY PRESS Office.

ADVERTISED SAILINGS FROM HONG KONG

ADEN.

Scudan, P. & O. Sept. 19.
Terukuni Maru, N.Y.K. Sept. 19.
Col. di Lana, Dodwell's, Sept. 27.
Portheos, M.M. Sept. 29.
Cracovia, Dodwell's, Oct. 4.
Chenonceaux, M.M. Oct. 18.

ALEXANDRIA.

Pres. Fillmore, Dollar, Sept. 20.
Pres. Monroe, Dollar, Oct. 4.
Pres. Van Buren, Dollar, Oct. 18.

AMOI.

Chinhua, B. & S. Sept. 21.
Haiching, Douglas, Sept. 22.
Taiyuan, B. & S. Sept. 23.
Tjikarang, J.C.J.L. Sept. 23.
Tilawa, B.I. Sept. 24.
Haining, Douglas, Sept. 25.
Hosang, Jardine's, Sept. 25.
Anhui, B. & S. Sept. 27.
Tainan, B. & S. Sept. 29.
Tinggara, J.C.J.L. Oct. 1.
Yuenang, Jardine's, Oct. 7.
Tjisondari, J.C.J.L. Oct. 8.
Santhia, B.I. Oct. 9.
Kunming, Jardine's, Oct. 18.

ANTWERP.

Scudan, P. & O. Sept. 19.
Terukuni Maru, N.Y.K. Sept. 19.
Kalyan, P. & O. Sept. 25.
Danmark, Manners, Oct. 2.
Hakusan Maru, N.Y.K. Oct. 3.

AUSTRALIAN PORTS.

Kamo Maru, N.Y.K. Sept. 22.
Atsuta Maru, N.Y.K. Sept. 28.
Nankin, E. & A. Oct. 2.
Change, B. & S. Oct. 20.

BALTIC PORTS.

Danmark, Manners, Oct. 2.

BALTIMORE.

Menestheus, B.F. Oct. 5.

BANGKOK.

Scudan, P. & O. Sept. 19.
Keying, B. & S. Sept. 20.
Kweiyang, B. & S. Sept. 26.

BARCELONA.

Fulda, Melchers, Sept. 19.
Duisburg, Jelsen, Oct. 16.
Trier, Melchers, Oct. 17.

BELOWAN-DELL.

Cremor, J.C.J.L. Sept. 24.

BOMBAY.

Col. di Lana, Dodwell's, Sept. 27.
Tokio Maru, N.Y.K. Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Danmark, Manners, Oct. 2.
Mirapora, P. & O. Oct. 6.
Tango Maru, N.Y.K. Oct. 13.

BOSTON.

Pres. Fillmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 20.
Toba Maru, N.Y.K. Sept. 29.
Pres. Monroe, Dollar, Oct. 4.
Menestheus, B.F. Oct. 5.
Tweedbank, Bank, Oct. 7.
Malayan Prince, Furness, Oct. 15.
Pres. Van Buren, Dollar, Oct. 18.

BREMEN.

Fulda, Melchers, Sept. 19.
Danmark, Manners, Oct. 2.
Trave, Melchers, Oct. 6.
Trier, Melchers, Oct. 17.

BRINDISI.

Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.

CALCUTTA.

Suisong, Jardine's, Sept. 21.
Takada, B.I. Sept. 24.
Penang Maru, N.Y.K. Sept. 29.
Sirdhana, B.I. Oct. 4.
Hakodate Maru, N.Y.K. Oct. 8.
Kutsang, Jardine's, Oct. 8.
Tilawa, B.I. Oct. 14.
Hosang, Jardine's, Oct. 17.

CASABLANCA.

Kalyan, P. & O. Sept. 25.
Perseus, B.F. Oct. 13.

CEBU.

Menestheus, B.F. Oct. 5.

CHEFOO.

Cheongshing, Jardine's, Sept. 20.
Luchow, B. & S. Sept. 23.
Kueichow, B. & S. Sept. 23.
Chipshing, Jardine's, Sept. 27.
Huichow, B. & S. Oct. 6.

COLOMBO.

Terukuni Maru, N.Y.K. Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Tokio Maru, N.Y.K. Sept. 27.
Aeneas, B.F. Sept. 29.
Portheos, M.M. Sept. 29.
Hakusan Maru, N.Y.K. Oct. 3.
Cracovia, Dodwell's, Oct. 4.
Pres. Monroe, Dollar, Oct. 4.
Mirapora, P. & O. Oct. 6.
Chenonceaux, M.M. Oct. 18.
Shinyo Maru, N.Y.K. Oct. 13.
Pres. Van Buren, Dollar, Oct. 18.

COPENHAGEN.

Danmark, Manners, Oct. 2.

DALY.

Chinhua, B. & S. Sept. 21.
Linan, B. & S. Sept. 23.
Patroclus, B.F. Oct. 19.

DUTCH PORTS.

Fulda, Melchers, Sept. 19.
Scudan, P. & O. Sept. 19.
Terukuni Maru, N.Y.K. Sept. 19.
Kalyan, P. & O. Sept. 25.
Shantung, Gilman's, Sept. 27.
Aeneas, B.F. Sept. 29.
Hakusan Maru, N.Y.K. Oct. 3.
Danmark, Manners, Oct. 2.
Trave, Melchers, Oct. 6.
Vogtland, Jelsen, Oct. 6.
Perseus, B.F. Oct. 13.
Duisburg, Jelsen, Oct. 16.
Trier, Melchers, Oct. 17.
City of Khios, Bank, Oct. 18.

FOOCHOW.

Cheongshing, Jardine's, Sept. 20.
Haiching, Douglas, Sept. 22.
Haining, Douglas, Sept. 25.
Kueichow, B. & S. Sept. 23.
Chipshing, Jardine's, Sept. 27.
Kunming, Jardine's, Oct. 18.

GENOA.

Fulda, Melchers, Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Shantung, Gilman's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Pres. Monroe, Dollar, Oct. 4.
Vogtland, Jelsen, Oct. 6.
Lima Maru, N.Y.K. Oct. 11.
Duisburg, Jelsen, Oct. 16.
Trier, Melchers, Oct. 17.
Pres. Van Buren, Dollar, Oct. 18.

GIBRALTAR.

Terukuni Maru, N.Y.K. Sept. 19.

GLASGOW.

Ningchow, B.F. Sept. 25.
Aeneas, B.F. Sept. 29.
Asphalion, B.F. Oct. 11.

GOTHENBURG.

Shantung, Gilman's, Sept. 27.

HAIPHONG AND HOIHOW.

Kingyuan, B. & S. Sept. 23.
Kueichow, B. & S. Oct. 6.

HAMBURG.

Fulda, Melchers, Sept. 19.
Scudan, P. & O. Sept. 19.
Terukuni Maru, N.Y.K. Sept. 19.
Shantung, Gilman's, Sept. 27.
Danmark, Manners, Oct. 2.
Trave, Melchers, Oct. 6.
Vogtland, Jelsen, Oct. 6.
Perseus, B.F. Oct. 13.
Duisburg, Jelsen, Oct. 16.
Trier, Melchers, Oct. 17.
City of Khios, Bank, Oct. 18.

HAVANA.

Pres. Fillmore, Dollar, Sept. 20.

HAYRE.

Soudan, P. & O. Sept. 19.
Ningchow, B.F. Sept. 25.
Asphalion, B.F. Oct. 11.
City of Khios, Bank, Oct. 18.

HONGKAY.

Kweiyang, B. & S. Sept. 26.

HONOLULU.

Pres. Fillmore, Dollar, Sept. 20.
Asama Maru, N.Y.K. Sept. 30.
Shinyo Maru, N.Y.K. Oct. 13.
Rakuyo Maru, N.Y.K. Oct. 15.

HULL.

Soudan, P. & O. Sept. 19.
Kalyan, P. & O. Sept. 25.

JAPAN PORTS.

Katori Maru, N.Y.K. Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Pres. Taft, Dollar, Sept. 20.
Moucalieri, Dodwell's, Sept. 21.
Gaelic Star, Sept. 23.
Toyooka Maru, N.Y.K. Sept. 23.
Tilawa, B.I. Sept. 24.
Tokushima Maru, N.Y.K. Sept. 24.

Emp. of Asia, C.P.S. Sept. 25.
Hosang, Jardine's, Sept. 25.
Kashmir, P. & O. Sept. 23.
Elpenor, B.F. Sept. 27.
Athos II, M.M. Sept. 29.
Asama Maru, N.Y.K. Sept. 30.
Havelland, Jelsen, Sept. 30.
Pyrrhus, B.F. Sept. 30.
Havel, Melchers, Oct. 2.
Glaucus, B.F. Oct. 5.
Nellora, E. & A. Oct. 5.
Canton, Gilman's, Oct. 6.
Hikawa Maru, N.Y.K. Oct. 6.
Kiddopore, P. & O. Oct. 6.
Yuenang, Jardine's, Oct. 7.
Gleniffer, Jardine's, Oct. 9.
Santhia, B.I. Oct. 9.

Emp. of Canada, C.P.S. Oct. 10.
Neldora, P. & O. Oct. 10.
Sauerland, Jelsen, Oct. 11.
Achilles, B.F. Oct. 12.
D'Artagnan, M.M. Oct. 13.
Nelus, B.F. Oct. 13.
Shinyo Maru, N.Y.K. Oct. 13.
Rakuyo Maru, N.Y.K. Oct. 15.
Kashgar, P. & O. Oct. 17.
Tyndareus, B.F. Oct. 17.
Kunming, Jardine's, Oct. 18.
Carignano, Dodwell's, Oct. 19.
Nanking, Gilman's, Oct. 24.

KASHGAR.

Kashgar, P. & O. Oct. 17.

KIDDERPORE.

Kidderpore, P. & O. Oct. 6.

KIDDERPORE.

Kidderpore, P. & O. Oct. 6.

KIDDERPORE.

Kidderpore, P. & O. Oct. 6.

KIDDERPORE.

Kidderpore, P. & O. Oct. 6.

KIDDERPORE.

Kidderpore, P. & O. Oct. 6.

KIDDERPORE.

Kidderpore, P. & O. Oct. 6.

KIDDERPORE.

Kidderpore, P. & O. Oct. 6.

KIDDERPORE.

Kidderpore, P. & O. Oct. 6.

KIDDERPORE.

Kidderpore, P. & O. Oct. 6.

JAVA PORTS.

Tjilehot, J.C.J.L. Sept. 22.
Tisadana, J.C.J.L. Sept. 29.
Tisadana, J.C.J.L. Oct. 6.
Tinggara, J.C.J.L. Oct. 13.
Tjikarang, J.C.J.L. Oct. 20.

LISBON.

Fulda, Melchers, Sept. 19.

LIVERPOOL.

Ningchow, B.F. Sept. 25.
Asphalion, B.F. Oct. 11.
Lima Maru, N.Y.K. Oct. 11.

LONDON.

Soudan, P. & O. Sept. 19.
Terukuni Maru, N.Y.K. Sept. 19.
Kalyan, P. & O. Sept. 25.
Col. di Lana, Dodwell's, Sept. 27.
Aeneas, B.F. Sept. 29.
Hakusan Maru, N.Y.K. Oct. 3.
Cracovia, Dodwell's, Oct. 4.
Trave, Melchers, Oct. 6.
Mantua, P. & O. Oct. 10.
Perseus, B.F. Oct. 13.
City of Khios, Bank, Oct. 18.

LOS ANGELES.

Pres. Fillmore, Dollar, Sept. 20.
Pres. Hoover, Dollar, Sept. 29.
Pres. Jackson, A.M.L. Oct. 13.
Rakuyo Maru, N.Y.K. Oct. 15.

MANILA.

Fulda, Melchers, Sept. 19.
Shinyo Maru, N.Y.K. Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Kamo Maru, N.Y.K. Sept. 22.
Atsuta Maru, N.Y.K. Sept. 28.
Pres. Jefferson, A.M.L. Sept. 26.
Shantung, Gilman's, Sept. 27.
Tisadana, J.C.J.L. Sept. 29.
Emp. of Canada, C.P.S. Oct. 2.
Nankin, E. & A. Oct. 2.
Pres. Monroe, Dollar, Oct. 4.
Menestheus, B.F. Oct. 5.
Pres. Madison, A.M.L. Oct. 10.
Tinggara, J.C.J.L. Oct. 13.
Emp. of Russia, C.P.S. Oct. 13.
Trier, Melchers, Oct. 17.
Pres. Van Buren, Dollar, Oct. 18.
Change, B. & S. Oct. 20.

MARSEILLES.

Soudan, P. & O. Sept. 19.
Terukuni Maru, N.Y.K. Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Kalyan, P. & O. Sept. 25.
Aeneas, B.F. Sept. 29.
Portheos, M.M. Sept. 29.
Hakusan Maru, N.Y.K. Oct. 3.
Pres. Monroe, Dollar, Oct. 4.
Trave, Melchers, Oct. 6.
Mantua, P. & O. Oct. 10.
Lima Maru, N.Y.K. Oct. 11.
Chenonceaux, M.M. Oct. 13.
Perseus, B.F. Oct. 13.
Pres. Van Buren, Dollar, Oct. 18.

MEXICO.

Rakuyo Maru, N.Y.K. Oct. 15.

NAPLES.

Terukuni Maru, N.Y.K. Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 20.
Pres. Hoover, Dollar, Sept. 29.
Toba Maru, N.Y.K. Sept. 29.
Pres. Monroe, Dollar, Oct. 4.
Menestheus, B.F. Oct. 5.
Tweedbank, Bank, Oct. 7.
Pres. Jackson, A.M.L. Oct. 13.
Malayan Prince, Furness, Oct. 15.
Pres. Van Buren, Dollar, Oct. 18.

NEW GUINEA.

Bremerhaven, Melchers, Oct. 10.

NEW YORK, BOSTON, etc.

Pres. Fillmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 20.
Pres. Hoover, Dollar, Sept. 29.
Toba Maru, N.Y.K. Sept. 29.
Pres. Monroe, Dollar, Oct. 4.
Menestheus, B.F. Oct. 5.
Tweedbank, Bank, Oct. 7.
Pres. Jackson, A.M.L. Oct. 13.
Malayan Prince, Furness, Oct. 15.
Pres. Van Buren, Dollar, Oct. 18.

NEWORHANG.

Chinhua, B. & S. Sept. 21.
Linan, B. & S. Sept. 23.

NINGPO.

Luchow, B. & S. Sept. 23.

NORTH CHINA PORTS.

Trier, Melchers, Sept. 25.
Havel, Melchers, Oct. 2.
Patroclus, B.F. Oct. 19.
Dorflinger, Melchers, Oct. 19.

ORAN.

Shantung, Gilman's, Sept. 27.

PAKHOL.

Kingyuan, B. & S. Sept. 23.

PANAMA.

Pres. Hoover, Dollar, Sept. 29.

Pres. Jackson, A.M.L. Oct. 13.

Rakuyo Maru, N.Y.K. Oct. 15.

SINGAPORE.

Terukuni Maru, N.Y.K. Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Suisong, Jardine's, Sept. 21.
Cremor, J.C.J.L. Sept. 24.
Takada, B.I. Sept. 24.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 20th Sept.	Noon
SWATOW & SHANGHAI	"KATUNG"	On 20th Sept.	8 p.m.
AMOI, SHANGHAI, NEWCHANG & DALNY	"CHINHUA"	On 21st Sept.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIVANG"	On 22nd Sept.	Noon
SHANGHAI	"KWANGTUNG"	On 22nd Sept.	5 p.m.
SWATOW, SHANGHAI, CHEFOO & TIENTSIN	"LUOHOW"	On 23rd Sept.	D.L.
AMOI & SHANGHAI	"TAIYUAN"	On 23rd Sept.	5 p.m.
SWATOW & SHANGHAI	"KIUNGHOOW"	On 24th Sept.	Noon
SWATOW, FOOCHOW, WUHAIR, CHEFOO & TIENTSIN	"KUBIOHOW"	On 25th Sept.	Noon
HOIHOW, PAKHOI & HAIKOW	"KINGYUAN"	On 25th Sept.	Noon
HOIHOW & BANGKOK	"KWEIYANG"	On 26th Sept.	Noon
AMOI, SWATOW & SHANGHAI	"ANHUI"	On 27th Sept.	9 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 27th Sept.	Noon
SWATOW, SHANGHAI & DALNY	"LINAN"	On 28th Sept.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"TINKANG"	On 29th Sept.	Noon
AMOI & SHANGHAI	"TSINAN"	On 30th Sept.	5 p.m.
SWATOW, FOOCHOW, WUHAIR, CHEFOO & TIENTSIN	"HUIOHOW"	On 6th Oct.	Noon
HOIHOW, PAKHOI & HAIKOW	"KIUNGHOOW"	On 9th Oct.	3 p.m.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE**, Agents, Telephone 30331.
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TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGE - TAIPING (Sun) FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUNDRIES AND STEWARDESS CARRIERS.

Stop Your Short Leave to Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 276 RETURN.

LONDON (via Australia) from £136-15-0.

(Australian Homeward on 6th)

STEAMER	Due Home	Leave Home	Leave Home	Due Home
CHANGTONG	24th Oct.	24th Oct.	23rd Oct.	8th Nov.
TAIPING	4th Nov.	17th Nov.	20th Nov.	6th Dec.
CHANGTONG	11th Dec.	18th Dec.	21st Dec.	13th Jan.
TAIPING	8th Jan.	15th Jan.	18th Jan.	5th Feb.

AUSTRALIAN-ORIENTAL LINE, LIMITED
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The M.S. "DANMARK"

on or about 2nd OCTOBER

for PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, BREMEN, COPENHAGEN

AND OTHER SCANDINAVIAN & BALTI PORTS.

OTHER SAILINGS: SHANGHAI, 2nd Oct. 1931

M.S. "Danmark" ... 2nd Oct. 1931

M.S. "Java" ... 1st Oct. 1931

M.S. "Malaya" ... 25th Oct. 1931

M.S. "Africa" ... 25th Nov. 1931

M.S. "Annam" ... 30th Dec. 1931

M.S. "Danmark" ... 25th Jan. 1932

M.S. "Java" ... 25th Feb. 1932

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Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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VIA SINGAPORE, COLOMBO, BOMBAY, ADEN, SUEZ, AND PORT SAID.

Taking Cargo on through Bills of Lading to Europe, Africa, All Italian, Adriatic, Levant, Red Sea and Danube Ports.

Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

M.V. "COL DI LANA" (cargo boat) ... 27th Sept.

S.S. "MONCALIERI" (cargo boat) ... 21st Sept.

S.S. "CRAOVIA" (passenger boat) ... 22nd Sept.

S.S. "CARIGNANO" (cargo boat) ... 19th Oct.

S.S. "PILONA" (passenger boat) ... 20th Oct.

S.S. "GANGE" (passenger boat) ... 10th Nov.

* Outward Voyage to Shanghai only.

* Attention is called to the fact that the "Gange" will make the voyage Hong Kong/Venice in 24 days, thus allowing London passengers to reach destination in 26 days.

Sailing Dates subject to alteration without notice.

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Tel. 28021.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

SEPTEMBER 17, 1931.													SEPTEMBER 18, 1931.												
STATION	Hour	BAROMETER AT SEA LEVEL		TEMPERATURE	WIND DIRECTION	WIND FORCE		WAVELENGTH (Feet)	Hour	BAROMETER AT SEA LEVEL		TEMPERATURE	WIND DIRECTION	WIND FORCE		WAVELENGTH (Feet)									
		Inches	Milli.			Hour	Force (Scale)			Hour	Force (Scale)			Hour	Force (Scale)										
Wladivostok...	12	30.08	764.0	68	...	SE	4	e	6	36.06	763.4	68	...	SE	2	o									
Nomuro	11	30.30	759.5	...	...	SE	1	m	5	30.24	768.0	...	...	SE	1	...									
Hakodate	"	31.14	765.5	...	...	ESE	2	m	...	30.12	765.0	...	...	ESE	1	...									
Tokio	"	30.06	768.5	...	...	NW	1	...	...	30.00	762.0	...	...	NW	1	...									
Kochi	"	29.98	761.5	...	...	SE	1	...	...	29.90	759.5	...	...	E	0	...									
Nagasaki	"	29.98	761.5	...	...	...	0	...	...	29.90	759.5	...	...	E	0	...									
Kagoshima	"	29.94	760.5	...	...	ESE	1	...	...	29.84	758.0	...	...	NE	1	...									
Oshima	"	29.94	758.9	...	...	S	2	...	...	29.71	754.5	...	...	NW	1	...									
Maha	"	29.92	757.5	...	...	...	...	...	...	29.82	757.5	...	...	W	1	...									
Ishigakijima	"	29.90	759.5	...	...	WNW	1	...	...	29.86	758.5	...	...	NW	1	...									
Bonin Island	"	29.84	758.0	...	...	N	1	...	...	29.82	760.0	...	...	...	0	...									
Chefoo	15	30.02	762.5	77	...	NE	2	b	5	29.96	761.0	64	...	SW	1	b									
Shanghai	14	30.01	762.2	76	6	NNW	2	o	...	30.01	762.3	65	6	NNW	2	b									
Gutaihai	"	30.03	762.7	76	...	NNW	1	o	...	30.01	762.3	70	...	NW	1	o									
Wenchow	"	...	...	...	...	...	...	...	...	29.98	761.5	77	6	N	2	d									
Foochow	"	30.00	762.0	78	8	ENE	4	b	7	29.91	759.7	80	6	ENE	3	d									
Amoy	"	29.98	759.9	90	6	...	...	...	...	29.94	760.4	72	...	...	0	b									
Swatow	"	29.94	759.4	85	...	SSW	3	b	...	29.94	760.4	72	...	...	0	b									
Taihou	11	29.94	760.4	83	...	E	2	o	...	29.91	759.7	77	...	...	0	b									
Taihu	"	29.91	759.7	88	...	...	...	...	...	29.87	758.7	78	...	ESE	2	b									
Taiwan	"	29.89	759.1	91	...	SW	2	q	...	29.86	758.8	77	...	...	0	b									
Koshu	"	29.83	759.0	86	...	ENE	2	q	...	29.82	758.6	79	...	NNE	4	b									
Pescadore	"	29.84	758.0	91	...	ESE	2	b	...	29.87	758.7	78	6	...	0	b									
Hong Kong	14	29.88	758.9	85	8	E	2	b	...	29.87	758.7	83	7	ENE	4	o									
Gap Rock	"	29.89	758.9	85	8	ENE	4	b	...	29.87	758.7	89	...	E	4	o									
Macao	"	29.87	758.6	88	4	NE	2	b	...	29.86	758.3	77	4	NE	2	c									
Holbow	"	...	...	...	...	...	...	...	...	29.84	759.0	81	8	ENE	4	b									
Pratas Island...	"	29.84	757.9	88	8	NNE	4	b	6	7	29.87	758.7	77	7	NE	4	b								
Philias	16	29.85	758.3	55	8	RNE	2	o	7	29.76	756.0	75	4	NW	1	o									
Tourane	"	29.73	754.9	77	8	SSW	3	o	...	29.77	756.3	73	8	W	1	...									
Cape St. James	"	29.72	755.2	35	6	SW	2	o	...	29.77	756.3	73	...	...	0	b									
Basco	14	29.81	757.1	85	8	SE	4	o	6	29.82	757.4	77	8	...	0	b									
Apurri	"	29.78	756.8	91	4	NNE	4	b	...	29.82	757.3	76	...	...	0	b									
Tuguegarao	"	29.73	756.0	91	6	...	...	...	...	29.81	757.3	74	...	E	2	o									
Vigan	"	29.75	756.6	88	8	WNW	4	b	...	29.78	756.4	77	...	...	0	o									
Manila	"	29.71	757.1	88	6	...	...	...	...	29.80	757.0	77	6	...	0	o									
Legaspi	"	29.76	755.6	88	6	NE	2	o	...	29.78	756.0	77	6	...	0	o									
Calbayog	"	29.76	756.9	79	8	SE	3	o	...	29.79	756.6	76	8	N	2	o									
Tacloban	"	29.73	755.3	85	8	E	2	o	...	29.77	756.1	79	6	...	0	o									
Iloilo	"	29.70	754.4	88	8	NE	4	o	...	29.76	756.0	77	6	...	0	o									
Cebu	"	...	...	...	...	...	...	...	...	29.76	756.0	77	6	...	0	o									
Surigao	"	29.70	754.3	85	6	N	2	o	...	...	...	...	...	...	...	...									
Salpa...	11.60	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...									
Guam	12.92	29.78	756.3	...	6	SE	4	r	4.22	29.80	756.8	...	...	...	...	...									
Yap	11.60	29.73	755.3	...	6	...	0	r	5	...	...	...	...	...	...	...									
Pelew	"	...	...	...	...	...	...	...	...	29.90	756.8	...	...	...	...	...									
Labuan	14	29.91	759.4	86	4	SE	8	bo	6	29.90	759.4	77	1	SSE	6	1									

September 18d. 10h. 21m.—The typhoon is less than 200 miles S.E. of Oshima moving N. or N.N.W. The depression S.W. of the Paracels has filled up. Shanghai warning, 18d. 8h. 43m.—Typhoon of unknown intensity within 120 miles of Lat. 26° N. Long. 138° E. moving N. Beed. 18d. 2h. 41m. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inch. Total since January 1, 70.51 inches, against an average of 72.08 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON SEPTEMBER 19.

Forecast.	Forecast.
1.—Shanghai to Turnabout ... N.W. or variable winds, moderate; fair to showery.	
2.—Turnabout to Hong Kong ... N.E. or variable winds, moderate; fair generally.	
3.—Hong Kong to Gap Rock ... N.E. or variable winds, fine generally.	
4.—Hong Kong to Hainan Straits ... N.E. winds, moderate; fair generally.	
5.—North China Sea ... N.E. winds, moderate; fair generally.	

T. F. OLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 19

Previous On Date On Date

Day at at at

at 4 p.m. 10 a.m. 4 p.m.

Barometer... 29.85 29.89 29.84

Temperature... 84 84 82

Humidity... 69 75 76

Wind... E E E

Direction... E E E

Force... 2 3 3

Weather... B BO BU

Rain... 0.16 0.00 0.03

Highest open-air Temperature, 17.88

Lowest open-air Temperature, 18.73

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning;

M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder;

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DAILY PRESS
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HONG KONG TIDE TABLE.

From September 19 to 25, 1931.

High Water. Low Water.

Day of Week Date of Month

Hong Kong Standard Time.

Height of Water.

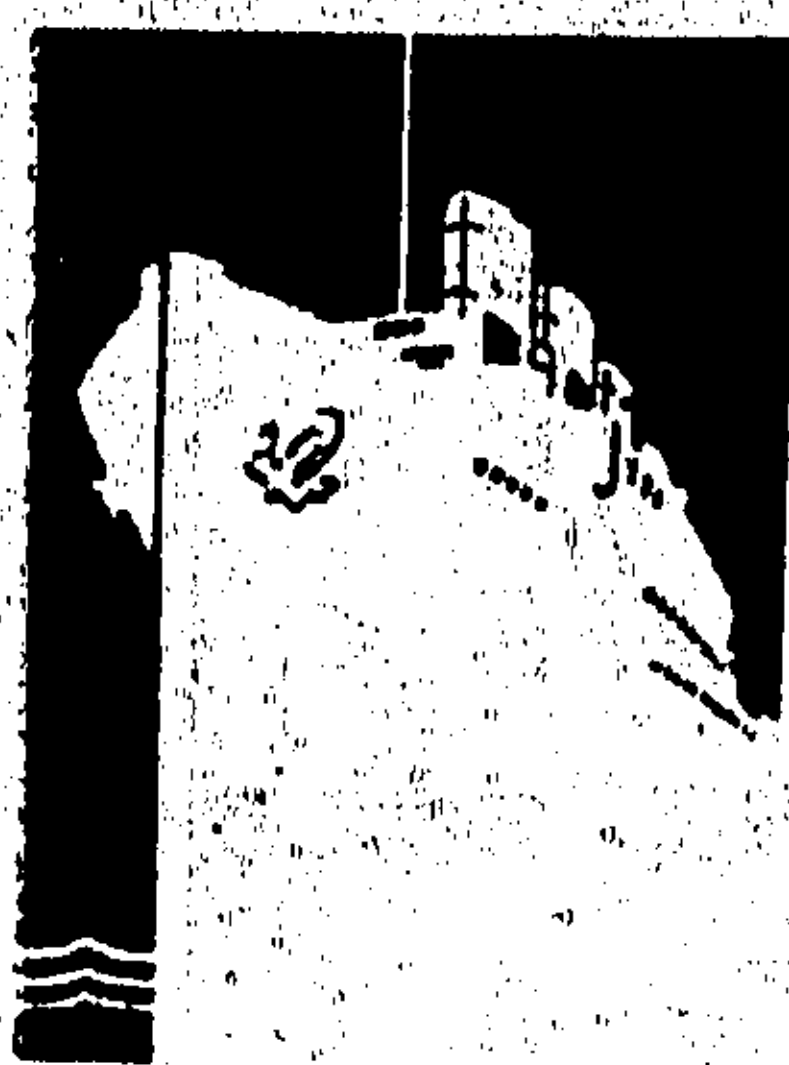
Height of Water.

Sat. 19 11 19 11 19 11 19

Sun. 20 02 30 6 5 11 20 1 8

Mon. 21 13 23 6 4 12 25 1 0

Tue. 2



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SEPTEMBER 25**
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Victoria and Vancouver
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**Shanghai-Nagasaki-Kobe
and Yokohama.**

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12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN
TO CANADA AND U.S.A.

Home	Kobe	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
Empress of Asia ... Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12	
Empress of Canada ... Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25	
Empress of Russia ... Oct. 23	Oct. 26	Oct. 28	Oct. 31	Nov. 9	
Empress of Japan ... Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 23	
Empress of Asia ... Nov. 20	Nov. 23	Nov. 25	Nov. 28	Dec. 7	
Empress of Canada ... Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20	
Empress of Russia ... Dec. 18	Dec. 21	Dec. 23	Dec. 26	Jan. 4	

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HONG KONG-MANILA

Leave	Arrive
EMPEROR OF CANADA ... Oct. 2	Oct. 4
EMPEROR OF RUSSIA ... Oct. 15	Oct. 17

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ASAMA MARU ... Wednesday, 20th Sept.
SHINYO MARU ... Tuesday, 18th Oct.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HIKAWA MARU ... Tuesday, 6th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.
TERUKUNI MARU ... Saturday, 19th Sept.
HAKUSAN MARU ... Saturday, 3rd Oct.

SYDNEY & MELBOURNE via Manila & Ports
ATSUTA MARU ... Saturday, 26th Sept.
KAMO MARU ... Saturday, 24th Oct.

BOMBAY via Singapore, Penang & Colombo.
TOKIWA MARU ... Sunday, 27th Sept.
TANGO MARU ... Tuesday, 15th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico & Panama.
BAKUO MARU ... Thursday, 15th Oct.

NEW YORK, BOSTON via PANAMA.
TOBA MARU ... Tuesday, 19th Sept.

LIVERPOOL via Port Said, Stamboul (Constantinople),
Genoa & Marseilles.
LIMA MARU ... Sunday, 11th Oct.

CAIRO via Singapore, Penang & Rangoon.
PENANG MARU ... Tuesday, 28th Sept.
HAKODATE MARU ... Thursday, 8th Oct.

SHANGHAI, KOBE & YOKOHAMA.
KATORI MARU ... Saturday, 10th Sept.
TOYOOKA MARU ... Wednesday, 23rd Sept.
TOKUSHIMA MARU (Kobe direct) Thursday, 24th Sept.

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FRENCH MAIL STEAMERS

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.	To Yokohama via Shanghai and Kobe.
PORTHOS ... 28th Sept.	ATHOS II ... 29th Sept.
CHENONOUAUX ... 13th Oct.	D'ARTAGNAN ... 13th Oct.
ATHOS II ... 27th Oct.	ANDRE LEBON ... 11th Nov.
D'ARTAGNAN ... 16th Nov.	FELIX ROUSSEL ... 11th Nov.
ANDRE LEBON ... 24th Nov.	G. METZINGER ... 25th Nov.
FELIX ROUSSEL ... 8th Dec.	SPHINX ... 6th Dec.
G. METZINGER ... 22nd Dec.	PORTHOS ... 23rd Dec.
SPHINX ... 5th Jan.	CHENONOUAUX ... 6th Jan.

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YESTERDAY'S FREIGHT RETURNS.

IMPORTS 13,634 TONS;
THROUGH CARGO
26,137 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	H.K.	Port.
Emp. of Asia, Vancouver 1,186	925	
Sarpodon, Liverpool 977	4,283	
Tainan, Canton 1	900	
Nanning, Canton —	45	
Yatsing, Canton —	122	
Hinsang, Sandakan 4,397	40	
Kamona, Wellington 1,430	—	6,295
German Fulda, Dairen 1	2,563	
Dutch Rantan Pandjang, Sourabaya 21	1,033	
Danish Selandia, Bangkok 2,163	—	
French Canton, Haiphong 738	—	
Panama Taipingyang, Davao —	822	852
Japanese Burma Maru, Sakio 1,291	9,940	
Hague Maru, Yokohama 500	3,925	
Terukuni Maru, Yokohama 44	6,689	
Nittaga Maru, Newchwang 950	1,900	
Chinese Stanley, Swabue 35	—	—
Total	13,634	26,137

SHIPS IN HARBOUR.

The following merchant vessels were in harbour yesterday:—

Wharves.—Kowloon: Kamo Maru, Hagie Maru, Burma Maru; Holt's: Sarpodon; Socony-Laloch: Penrith Castle; O.S.K.: Hozan Maru; Douglas Lapraik: Haiyang.

Docks.—Kowloon: Limechow, Fook-shing, Yei Maru, Chiallagoe; Tai-koo: Sagres, Hong Kheng, Changchow.

Buoys.—A3 Fulda, A6 Terukuni Maru, A7 City of Pittsburgh, A11 Taipingyang, B2 Yatsing, B3 Canton, B10 Selandia, B12 Red Flag, B14 Kaying, B17 Hiram, B21 Shun Chih, B22 Hinsang, B23 Nittaga Maru, B25 Suzanne, C1 Hai Hing, C2 Pongtong.

ARRIVALS AND DEPARTURES.

The arrivals and departures during the 24 hours ended at 9 a.m. yesterday were:—

British	Arr.	Dep.
Gorman	1	0
Dutch	1	1
Danish	1	1
French	1	0
Japanese	1	0
Chinese	4	2
Norwegian	1	2
Total	17	17

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Emp. of Asia (Br.)	Vancouver	245
Tsinan (Br.)	Canton	74
Canton (Fr.)	Haiphong	50
Stanley (Chi.)	Swabro	83
	Total	502

WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin.—Tamar:
North Wall.—Scaph.
South Wall.—Scaph. Sterling.
East Wall.—Phoenix, Moth, Oswald.
North Arm.—Stormcloud.
West Wall (Dock).—Cornflower.
In Dock.—Magnolia.

FIRE IN THE LEVIATHAN.

DAMAGED TO THIRD CLASS QUARTERS.

Fire broke out recently in the United States liner Leviathan, and the third-class refreshment bar was seriously damaged. The discovery was made by members of the crew. The Southampton Dock fire brigade, prevented the flames spreading, so that the services of the Borough brigade, although called, were not required. The Leviathan is one of the largest liner afloat.

NEW COMMODORE OF CUNARD LINE.

CAPT. ROBERT G. MALIN.

Capt. Robert G. Malin, R.N.R., has been appointed Commodore of the Cunard Line in succession to Capt. E. G. Diggle, formerly of the Aquitania, who retired at the beginning of this month. Capt. Malin joined the company in 1899 as fourth officer. He has commanded a number of Cunard liners, and was at one time staff captain of the Mauretania. At one period during the war he was the company's marine superintendent at Avonmouth and was also in command of troop ships. Capt. Malin, who is a Liverpool man, lives in Chester.

JOSEPHINE K. AFFAIR TO BE RE-OPENED.

New York, August 25.—The Josephine K. case, in which the master of a Canadian schooner, Mr. Wm. Cluett, was shot dead by a live shell fired by a United States coast-guard patrol boat, is to be re-opened.

This decision has been reached in view of the new charges by Wilbur Tally, formerly boatwain's mate of the patrol boat, which last January gave chase to the Josephine K. Tally, who recently retired from the service, alleges that the Josephine K. was outside the twelve-mile limit when she was fired upon and captured, and that the regulation number of blank shots were not fired before live shells were sent into her sides.

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M.V. "IRISHBANK" ... Boston, New York & Baltimore ... 6th November
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S.S. "TINHOW" ... 28th October
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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tonnage	From Hongkong (about)	Destination
SUDAN	8,800	19th Sept, 4 p.m.	Mars, Havre, L'don, E'bg, S'hai, A'werp & Hull
KALYAN	9,000	26th Sept	Mars, L'don, E'bg, A'werp & Hull
MIRZAPUR	9,000	3rd Oct	Mars, L'don, E'bg, A'werp & Hull
MANU	11,000	10th Oct	Mars, L'don, E'bg, A'werp & Hull
KASHMIR	9,000	24th Oct	Mars, L'don, E'bg, A'werp & Hull
BURDWAN	8,800	31st Oct	Mars, L'don, E'bg, A'werp & Hull
NALDERA	18,000	7th Nov	Bombay, Marseilles and London
KASHGAR	9,000	21st Nov	Mars, L'don, E'bg, A'werp & Hull
RASPUTANA	9,000	18th Dec	Mars, L'don, E'bg, A'werp & Hull
CORFU	10,000	19th Dec	Mars, L'don, E'bg, A'werp & Hull
SOMALI	8,800	26th Dec	Mars, L'don, E'bg, A'werp & Hull
RAWALPINDI	17,000	2nd Jan	Bombay, Marseilles and London
KARNATA	9,000	16th Jan	Mars, L'don, E'bg, A'werp & Hull
CETRAL	15,000	30th Jan	Bombay, Marseilles and London

* Cargo only. † Calls Cambrage. ‡ Calls Djibouti. § Calls Bangkok.
Frequent connections from Port Said for Passengers and Cargo to Oen, Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tonnage	From Hongkong (about)	Destination
PAKADA	7,000	24th Sept, 8 a.m.	Singapore, Penang & Calcutta
SIRDHANA	9,000	4th Oct	do
TILAWA	10,000	14th Oct	do

† Calls Rangoon. * Calls Port Swettenham.
S.S. Apcar line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tonnage	From Hongkong (about)	Destination
NANKIN	7,000	2nd Oct	Manila, Rangoon, Brisbane, Sydney and Melbourne
NELLORE	7,000	21st Oct	do
TANDA	7,000	2nd Dec	do

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney.—19 days.
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The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

Steamship	Tonnage	From Hongkong (about)	Destination
TILAWA	10,000	24th Sept	Amoy, S'hai, Moji, Kobe & Osaka
KASHMIR	9,000	25th Sept	S'hai, Moji, Kobe & Yokohama
NELLORE	7,000	5th Oct	S'hai, Moji, Kobe, Osaka & Y'ama
SIRDHANA	9,000	9th Oct	Shanghai, Moji & Kobe
PAKADA	7,000	16th Oct	Amoy, Moji, Kobe & Osaka
NALDERA	18,000	17th Oct	S'hai, Moji, Kobe & Yokohama
KASHGAR	9,000	24th Oct	Amoy, Moji, Kobe & Osaka
TALMA	10,000	23rd Oct	S'hai, Moji, Kobe & Yokohama
MAURITANIA	11,000	24th Oct	Shanghai, Moji, Kobe & Y'ama
TANDA	7,000	31st Nov	S'hai, Moji, Kobe, Osaka & Y'ama
PAKADA	7,000	6th Dec	Amoy, Moji, Kobe & Osaka
RASPUTANA	17,000	7th Dec	S'hai, Moji, Kobe & Yokohama
SIRDHANA	9,000	20th Nov	Amoy, Moji, Kobe & Osaka
CORFU	15,000	21st Nov	S'hai, Moji, Kobe & Yokohama
TILAWA	10,000	4th Dec	Amoy, Moji, Kobe & Osaka
RAWALPINDI	17,000	5th Dec	S'hai, Moji, Kobe & Yokohama
NANKIN	7,000	7th Dec	S'hai, Moji, Kobe, Osaka & Y'ama
KARNATA	9,000	19th Dec	S'hai, Moji, Kobe & Y'ama

* Cargo only.
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M.V. "NANTON" ... 2nd October
M.V. "NANKING" ... 9th December
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M.V. "NANKING" ... 24th October
M.V. "TAMARA" ... 20th November
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